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LIMITED,

THE HONGKONG DISPENSARY.

CHEMISTS AND DRUGGISTS BY APPOINTMENT TO H.E. THE GOVERNOR AND HOUSEHOLD.

[31]

NOTICE TO CORRESPONDENTS.

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The Daily Press.

HONGKONG OFFICE: 14, DE VOS ROAD, C.I.
LONDON OFFICE: 191, FLEET STREET, E.C.

HONGKONG, 6th April, 1933.

THE Petition signed by "the leading members of every section of the Chinese community" praying for an extension of the term of Sir HENRY BLAKE as Governor of Hongkong has naturally excited a good deal of comment and no small amount of strong criticism among the European residents in the Colony. No one will gainsay what the petitioners describe as "an acknowledged truth" that His Excellency has completely won the confidence, respect and admiration of the entire Chinese population. None will dispute the fact that His Excellency has taken a very active interest in all benevolent and charitable institutions and that many of these will be "perpetual monuments of his benevolent Government." But no sanguine expectations can be entertained by the petitioners that their wishes for the extension of His Excellency's term will be acceded to. His Excellency indeed has rightly informed the petitioners that "the regulation by which the duration of a Governor's administration is determined is the result of careful consideration after long experience," and we may add that it is a rule from which departures are very rarely made. Old residents will doubtless recollect a similar effort to retain Sir JOHN POPE HENNESSY at Government House, but it proved unsuccessful.

Though His Excellency Sir HENRY BLAKE, during his term of office, has doubtless wished to promote the interests of the Colony, it cannot be said that he has proved an ideal Governor in the sense of pressing forward the many and important administrative improvements of which the Colony has long stood in need. His Excellency has had to be moved by outside agitation and by the Chamber of Commerce before taking any steps. His Excellency has failed

signally to get public work pushed forward. Where is the Post Office? Where are the Law Courts that ought to have been built ere this? Even the Blake Clock Tower stands where it did, a hideous obstruction to traffic. What about the waterworks? The extension of the Tai Tam waterworks has not been pushed on with the energy that it might have been; and various other public works have languished instead of being vigorously proceeded with. Indeed when we come to read the petition carefully we are struck by the fact that the vagueness of the wording is simply remarkable, and it would indeed be an easy matter for a critic to turn what is intended as a testimonial into a strong criticism of His Excellency's administration. The way in which the author of the petition states over the facts and tries to make it appear that things desired are things accomplished, or in the way of being accomplished, is simply most delusive. Let us take, for example what the petitioners say, with regard to the water question. In paragraph 9 they refer to the "increase of the water storage and the better regulation of the water supply" as among the measures which will improve the health of the Colony. We quite agree. But it is necessary to point out that these are things still required and not yet achieved. Increased water storage has been a crying need in the Colony for years, and despite this reference to the matter in paragraph 9, paragraph 13 shows that it is still an unsatisfied demand. In paragraph 13 the petitioners show—

That provision for a largely increased supply of water to the Colony by further arrangements for its conservation and distribution, together with provision for the housing and spread of the Chinese working classes, is considered by your petitioners to be absolutely necessary for their welfare and the sanitary improvement of the whole Colony, and that your petitioners have good reason to believe that His Excellency the Governor is now devising schemes to meet immediate and future requirements in those respects.

It would be satisfactory to be assured that His Excellency is "now devising" schemes to meet the immediate and future "requirements," but having regard to the urgency and importance of the matter, we think the water supply question ought to have been advanced far beyond that stage. Perhaps the paragraph in the petition which excites most comment is No. 9, which, among other things, says: "The improvement and augmentation of the police and district watchmen forces, the stern suppression of secret societies, and the deportation of hardened criminals and dangerous characters have tended to preserve the peace and good order of this Colony in a manner the most effective and unsurpassed." These are consummations devoutly to be wished, but the facts certainly do not justify the assertions of the petitioners. The Criminal Statistics published in the Government Gazette only a week ago show that during the last five years the increase in "serious offences" in the Colony has been 30 per cent. compared with the figures for the previous five years, and while the return represents a decrease of 21 per cent. in "minor offences" in the same period, it is notorious that a large proportion of the crimes in the Colony—small thefts particularly—are not reported to the police.

While His Excellency deserves credit for what has been achieved to the advantage of trade on the West River by reason of the maintenance of friendly relations with the local Government of Canton, a few words need to be said with reference to the administration of the New Territory, which certainly leaves a great deal to be desired. It has so far not been made the source revenue that it might and ought to be because of the neglect to collect Crown rents. In a speech delivered in August, 1900, to the committee men at Tai Po and Ping Shan, His Excellency gave it to be understood that the occupiers of land would be accepted as owners, but if the person in occupation was decided upon an investigation of his title not to be the proper owner the amount paid by him as Crown rent would be returned, and the rent collected from the person decided to be the lawful owner. Have the rents in the numerous disputed cases been collected "on account" in the manner above described, or is the collection of such rents still being neglected? The latest Report on the New Territory—that for 1901—showed that while the expenditure was \$534,260, the revenue collected did not amount to more than \$53,890; and we doubt not that the next Report will show that the New Territory is still very far from paying its way. In 1898 Mr. STEWART LOCKHART wrote that he anticipated no difficulty in raising from the outset an annual revenue big enough to meet the cost of administration. What explanation, we wonder, would Mr. LOCKHART offer of the ridiculous failure of his prediction to materialise?

Coming to the final paragraph in the Petition, the Secretary of State for the Colonies is informed "that owing to the unsatisfactory condition of the local

monetary currency, and the disturbed and unsettled state of Southern China a crisis may at any moment occur in this Colony and its neighbouring provinces, which require at this great emporium of trade a strong Government and a Governor possessed of an intimate knowledge of affairs and the complete confidence of the entire Chinese community." Mr. CHAMBERLAIN might very well say: "Yes, this may be so. But how can any Governor deal with currency? No Governor, however good, will have it in his hands to deal with currency, which is a measure that can only be dealt with by experts at home. The chief value of the Petition, apart from its high testimony to the admiration of the Chinese community for His Excellency the Governor, is that it serves to point out how much that is necessary in the Colony yet unfortunately remains to be achieved.

H.E. the Governor has proclaimed Manila to be a port or place at which infectious or contagious disease prevails.

H.E. the Governor has been pleased to recognise Mr. H. M. Robbins as Vice and Deputy Consul-General for the United States.

The Government Gazette reminds owners and occupiers that rates for the second quarter of the year are payable in advance on or before April 30th.

A recent Moji despatch says that the freight on coal shipped from Moji is now quoted as \$2.60 to Singapore, \$2.20 to Hongkong, \$1.25 to Shanghai and Yen 1.00 to Yokohama. The despatch adds that the stock of coal at Moji and Wadamatsu was estimated at 300,000 tons and 80,000 tons respectively, on 27th ult.

We are requested to announce that a Mission will be held in St. Joseph's Church, Garden Road, commencing on Holy Thursday, 9th instant at 7 p.m. and concluding on Easter Sunday at 9 a.m. The Mission will be conducted by the Jesuit Fathers, and all English speaking Catholics are cordially invited to attend.

Messrs. Erich Georg & Co., in their weekly share list, say:—"The general tendency of our market for most stocks is upwards, and a livelier feeling during the week under review has resulted in a fair business all round. [The rates of exchange on Shanghai close at 73 for T/T, and 73½ for three days' sight private paper.]"

The Opinion of Saigon tells of short crops of wheat, and distress in several provinces in that quarter. The price of grain has risen considerably, and mills are hard put to it how to work at a profit. Several rice mills are in trouble and a very large mill had lately a narrow escape from failure, and could only tide over the hard times by securing heavy banking advances.

It is notified in the Government Gazette that on and after May 1st, all compradors' orders, when passed through a bank or otherwise negotiated in like manner, will be held liable to duty and must therefore be stamped in accordance with Article 13 of the Schedule in section 2 of the Ordinance No. 38 of 1912. It is ordered that the duty on all compradors' orders above the value of \$250 be reduced to 5 cents.

The Supreme Court Returns for the year 1902 appear in the current issue of the Government Gazette. In the Original Jurisdiction 303 cases were entered, involving a total sum of \$1,780,178. Of these 60 were settled or withdrawn before trial. In Summary Jurisdiction the total number of cases was 1,724, and of these 686 were settled or withdrawn before trial. The number of appeals entered was 12.

The following programme of music will be played by the band of the 33rd Burma Infantry to-day, on the New Parade Ground, from 4.30 to 6 p.m.:

March..... "Second to None," Ord Hume
Overture..... "La Reine D'un Jour," Adams
Selection..... "Three Little Maids," Rubens
Serenade..... "Love in Idleness," Macbeth
Selection..... "The Shop Girl," Ivan Cyril
Dance..... "Hungarian," Mollison
Walse..... "God Save the King," Margis

The Governor-General of Formosa has notified the Osaka Shosen Kaisha of the fact that the Government of Formosa will subsidize the South China service of that steamship company to the extent of Yen 249,945 and the Formosa service to the extent of Yen 327,895 for the 36th fiscal year of Meiji, which will begin on April 1st. Mr. Pan Pao-cheng, the newly appointed Chinese Consul at Nagasaki, is going there from home in June next instead of in April as previously reported. Mr. Tsu Chung-ching, now in charge of the consulate at that port, will postpone his departure for home until the arrival of his successor.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the Building Fund of the Chinese Maternity Hospital:

Lau Hip Chi	...	...	...	\$300
Chan Chui Pang	...	...	...	150
Lau Sin Cheuk	...	...	...	100
Lai Kwai Lai	...	...	...	50
Chai Kin Lou	...	...	...	50
Tsang King	...	...	...	50
Li In So	...	...	...	50
Chung Joy Tsau	...	...	...	50
Yu Wo Lung Co.	...	...	...	30
Lai Chuk Ming	...	...	...	30
A Well Wisher	...	...	...	25
Chan Ki Wan	...	...	...	20
Leung Yuk Ming	...	...	...	20
Chan Hon Kai	...	...	...	20
Chan Wing Yu	...	...	...	20
Li Yan Chun	...	...	...	15

In connection with the recent visit to Japan of Prince Cyril and Boris, of Russia, the Tsar has conferred decorations on a number of officials in Kanagawa.

Manila papers are much disturbed at present regarding the size of their respective circulations. Each, of course, claims to have the biggest, and judges have been appointed to decide.

A Seoul despatch to the Osaka Mainichi says that the Korean Government has issued a new Conscription Law, whereby all people between 17 and 40 years of age are to be enrolled for the Peninsular military service.

The work of laying a submarine cable between Moji and Hiroshima was taken in hand on the 23rd ult., and was to be finished by the end of the month. The cable was brought to Kobe by the *Hitachi Maru* from England.

The 1st Battalion Manchester Regiment, with 19 officers and 516 men, arrived at Singapore from South Africa on March 30th. The *Free Press* mentions that it is three years since Singapore had a *White Regiment* in its garrison.

The Singapore Shipway and Engineering Company, Limited, has paid a dividend of 4 per cent on the paid-up capital of the Company for the year ended 31st December last and has placed \$12,000 to reserve as provision for a new shipway now in course of construction.

A Washington telegram to the *San Francisco Chronicle* says the Secretary of the Treasury has answered to the Senate a letter from the Attorney-General recommending the appropriation of \$94,063 to satisfy the decree of the United States Supreme Court in the prize monies of Admiral Dewey and others on account of the sinking of Spanish vessels in the battle of Manila bay, which afterwards were raised and converted to use. One-half of the money decreed goes to the Admiral and the officers and men under his command, and the other half to the Navy Pension Fund.

Messrs. Riley, Hargreaves & Co., Limited, launched from their shipbuilding yard at Singapore on the 29th ult. a steel screw steamer, built to the order of Messrs. Koo Gan & Co., Penang. The dimensions of the vessel are: Length 165 feet, breadth 25 feet, and depth 14 feet, and she has a dead-weight capacity of 400 tons. The vessel has been constructed to Class 90 A. 1 in Lloyd's Register. As the vessel started down the ways it was christened "Perak," by Mrs. Graham Hutchinson, who was afterwards presented by Mr. Fittock, on behalf of the owners, with a gold necklace and pendant.

A meeting of the British community in Yokohama was recently held at the British Consulate to hear an address from Mr. Wyatt, of the British Navy League, and to consider the desirability of forming a branch in Japan. Sir Claude MacDonald, the British Minister, presided, and about forty British residents were present. It was decided to form a branch of the League, and Sir Claude MacDonald was elected President of the branch, while the following gentlemen were appointed as the Committee:—Messrs. Dodds, Keswick, D. Jackson, Baker, Robinson, Mollison, Weale, Beale, and F. S. James.

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

Messrs. Shewan Tomes & Co. the local agents of the above association write:—

We have received information that the Directors will recommend at the general meeting of shareholders the payment of a further dividend at the rate of 20 per cent. for previous years and that \$25,000 be carried forward to the reserve fund.

THE HOLIDAYS.

A Government notification appears in the Gazette that Friday, the 10th (Good Friday), and Monday, the 13th of April (Easter Monday), being public holidays under "The Holidays Ordinance, 1875," will also be observed as Government holidays. His Excellency has also been pleased to appoint Saturday, the 11th April, to be observed as a holiday throughout the Government Departments, except the Police Magistrates' Department.

ROYAL HONGKONG YACHT CLUB.

The times for the race for Mr. E. W. Mitchell's prizes were as follows:—

	h.	m.	s.	net. time
5 Vernon	4	19	10	4 19 10
7 Diane	4	21	48	4 21 48
2 Alannah	4	23	7	4 23 7
1 Kathleen	4	24	52	4 24 52
3 Min	4	24	40	4 24 40
4 Bonito	4	24	47	4 24 47
6 Colleen	4	22	27	4 22 27
9 Dorcas	4	37	5	4 37 5
5 Payne	4	39	12	4 39 12

POLLARD'S LILLIPUTIAN'S.

According to Mr. Levey, representative of the Lilliputians, nothing was too good for the little people during their stay in Manila. Their houses were phenomenal, and many were the letters the management received, complimenting them on the fine performances. The children were also a great social success. Mrs. Taft, wife of the Governor, graciously entertained the children at a lawn party. Perhaps one of the most enjoyable was the lawn party given at the historic Fort Santiago. Col. Russell kindly lent the fort for the occasion, and Col. Hubbell's band to provide music for the occasion. The children explored the pools, crannies, and dungeons of the old fort, danced and played games to their hearts' content. The military provided the children the highest honour it was in their power to give. The entire brigade was turned out and marched past, saluting the colours.

TELEGRAMS.

REUTER'S SERVICE.

THE NEAR EAST.

ALBANIAN INSURGENTS ATTACK MITROVITZA. LONDON, 2nd April. Albanian insurgents have assaulted Mitrovitza and fought a regular battle with the garrison of 3,000 Turkish regulars, who have since been reinforced by four battalions. This insurrectionary movement of the Albanians has caused the greatest consternation in Constantinople.

Severe fighting has occurred at Vuchitern near Mitrovitza, and two hundred casualties are reported.

RUSSIAN CONSUL WOUNDED.

Mr. Stecherina, the Russian Consul at Mitrovitza, accompanied by a Turkish escort visited the batteries when the fighting was over, when the Albanian scoundrel deliberately fired at Mr. Stecherina, seriously wounding him in the back; the escort shot down the scoundrel, wounding him mortally.

AMERICAN COTTON CROP.

LONDON, 2nd April. The cotton report of the Washington Cotton Bureau estimates the total cotton crop at 11,078,882 commercial bales, an equivalent of 10,630,945 standard bales.

ARRIVAL OF THE KING AT LISBON.

LONDON, 2nd April. The King has arrived at Lisbon.

THE BOER IRRECONCILABLES.

LONDON, 3rd April. Mr. Chamberlain is in communication with Sir J. West Ridgway and the agent of the Boer Irreconcilables in Ceylon, and there is reason to believe they will shortly be allowed to proceed to Java.

THE SOMALILAND EXPEDITION.

LONDON, 3rd April. A mobile column under Capt. Sharpe, had a fight to the South of Dama, on the 29th March; the enemy who, resisted obstinately, lost 27 killed and 400 camels. There were no British casualties.

THE U. S. NAVAL PROGRAMME.

A Washington telegram to San Francisco says the conferees are divided over the House and Senate programmes of increase in the Navy, the House conferees sticking to the programme recommended by the majority of the Naval Board on Construction, who testify that three battleships of 16,000 tons are preferable to four ships of 12,000 tons of the Oregon type, as the Senate amendment provides. Senator Hale insists, however, that not one of the Admirals supporting the House programme ever commanded a battle-ship, while the Senate amendment is endorsed by Admirals Dewey and Taylor and Captain Mahan.

"ROHILLA MARU" ASHORE.

According to a telegram which the manager of the Toyo Kisen Kaisha received from Manila late on Friday evening, that Company's steamer the *Rohilla Maru*, which left this port on the 31st ult. with a great many passengers on board, has run ashore on an island some fifty miles from Manila. The information was added that the vessel was in no danger and that the passengers would be transhipped to another steamer coming from Manila for the purpose. No later news regarding the *Rohilla*, which is commanded by Captain Bishop, is yet available, but fears regarding her ultimate safety are not entertained.

TRADE OPENING IN SIAM.

The *British Trade Journal* says:—One of our readers from Siam called upon us a few days ago and discussed the various openings for commercial and industrial enterprises which exist in that country. Among these one likely to be entirely successful is the manufacture of shellac, for which the raw material abounds, and which is at present sent to be manufactured in India. Comparatively little capital would be necessary. We understand, to place such an industry on a sound footing at Bangkok. Another promising venture would, it seems, be the erection of a distillery for producing spirits from maize and rice, the fiscal arrangement being such that a lucrative return might be confidently looked for. There is also an opening for windmills and pumps for raising water from wells and for a line of small trading steamers to run between the principal ports and stations along the rivers and coast. Further south in the Straits Settlements our visitor reported good prospects for the establishment of a mill for the extraction of oil from coconuts and works for dealing with coir fibre, including the manufacture of rope from that fibre and from Manila hemp.

LATEST STEAMER MOVEMENTS.

The M.M. steamer *Yarra*, with the next French mail, left Saigon on the 4th inst., at 5 a.m. for this port. The Imperial German mail steamer *Bayern*, carrying the German mails with dates from Berlin of the 17th ult., left Colombo on the 4th inst., in the afternoon, and may be expected here on or about the 10th inst. The O.P.R. steamer *Empress of China* arrived at Shanghai at 4 a.m. on the 4th inst., and left again at 2 p.m. same day for Nagasaki, where she is due to arrive at 7 a.m. today. The Russian steamer *Kiat* left Singapore for Hongkong on the 4th inst., p.m.

CORRESPONDENCE.

THE CHINESE AND H.E. THE GOVERNOR.

TO THE EDITOR OF THE "DAILY PRESS." Hongkong, 4th April. Sir,—I read with a good deal of interest the Petition from the Chinese community to the Secretary of State praying for an extension of the term of H. E. Sir Henry Blake's governorship of this Colony published in your paper this morning.

Paragraph 10 of the said Petition reads as follows:—"That the almost bloodless pacification of the New Territory together with the establishment of local tribes, and the promotion of agriculture and industry there, the improvement and augmentation of the police and district watchmen forces, the stern suppression of secret societies, and the deportation of hardened criminals and dangerous characters, have tended to preserve the peace and good order of this Colony in a manner the most effective and unsurpassed."

I wonder whether the recent numerous highway robberies committed on European ladies, and burglaries perpetrated evidently by a gang of "hardened criminals and dangerous characters," can be taken as a criterion of "the improvement and augmentation of the police force?"

Robberies and burglaries and 71 thefts committed on one particular day in various parts of the Colony, as stated by Mr. Henry Humphreys, cannot certainly be taken as evidence that the peace and good order of this Colony have been preserved in a manner "the most effective and unsurpassed." This may be the opinion of the various petitioners, but surely not that of the British and foreign community of Hongkong.—Yours, etc., FAIRPLAY.

ALARMING FIRE IN QUEEN'S ROAD WEST.

An alarming fire broke out on Friday night last in Queen's Road West. The first sign of the conflagration was noticed on the ground floor of 255, Queen's Road West. Before the flames had got a very serious hold the Fire Brigade, under Mr. F. P. J. Weddhouse and Mr. H. G. Baker were on the spot, but they found themselves in the unfortunate position of having to stand by for about half an hour before the water was turned on. Meanwhile the conflagration spread west and west to the houses on either side, Nos. 267, 268, 281, and 263. When the water was turned on, the fire was extinguished, but the output of water thrown upon the burning buildings and the Brigade were unable to keep the conflagration from spreading to the adjoining dwellings. But despite the efforts of the Brigade the house in which the fire originated and the four houses on each side of it were burned to the ground and the damage is estimated at something like \$20,000.

It may be mentioned that the fire bell rang at 2.55 a.m. The name of the proprietor of the ground floor where the fire started is Chun Haig. Last May a fire occurred in the same place. The ground floor on which the present fire occurred was used as a medicine shop and hercenes store; the name of the proprietor is Wu Fai Ping, and his premises were insured with the Hip On Insurance Company for \$5,000.

It is supposed that the fire originated at the back of the shop. Owing to the scarcity of water the flames spread with alarming velocity and while the Fire Brigade were looking and waiting for water the two houses on both sides of the tenement in which the flames started became ignited.

When once the Brigade got a supply of water they were not long in subduing the fire, which never spread beyond the bounds that it had been confined to while the Brigade stood by. The people resident above the flat where the fire started had narrow escapes, as they knew nothing of their danger until the sound of police whistles roused them from their slumbers; as it was they escaped from the burning building with the scantiest of clothing on. The flat above the ground floor where the fire originated was used as a family dwelling-house and was uninsured. The top story was used as a seamen's boarding house by Fun Fui Shih and was insured for \$2,500. One of the houses destroyed was a medicine shop maintained by the proprietor of which estimates the damage at \$5,000. When the police (Chinese) were attracted to the spot by the alarm of fire, two lunkers arrested two of the men from the kerosene shop leaving the premises.

THE NEW BRITISH SIAM ORDER IN COUNCIL.

The *London Gazette* of the 1st February contained an Order in Council, to be signed as "The Siam Order in Council, 1903," dealing with British jurisdiction in Siam and repealing the previous Siam Order in Council of 1859, 1898, and 1900. The Order in Council provides for a Court for Siam, with one judge of the Court, who shall be at the time of his appointment a member of the Bar of England, Scotland or Ireland, of not less than five years' standing. He may hold a commission from his Majesty as Consul-General or Consul, and in his absence from the Consular district of Bangkok the Minister may appoint as acting or assistant judge either the Consul at Bangkok or a person duly qualified to act. Provision is also made for the jurisdiction of district Courts under consular offices, and the appellate jurisdiction of the Supreme Court of the Straits Settlements. Part III of the Order contains the provision as to criminal, and Part IV, those as to civil jurisdiction. The remaining sections of the Order deal with procedure, bills of sale, King's regulations, registration, the international Court, and foreign subjects and tribunals.

SUPREME COURT

Saturday, 4th April

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR, SIR WILLIAM
M. GOODMAN (CHIEF JUSTICE).

SCOTT & CO. v. WONG TAT HING.
Messrs. H. Scott and Co. and Wong Tat Hing, alias Wong Tat, and yesterday was set aside for the examination of a garnishee—the I On Five and Marine Insurance Co. Ltd. Mr. H. E. Pollock, K.C., appeared for the plaintiffs, instructed by Mr. F. B. L. Bowley (of Messrs. Denys & Bowley). Mr. J. Hastings (of Messrs. Denys & Hastings) watched the case on behalf of garnishees. The action arose from the attachment of certain shares belonging to the defendant, on which the I On claimed a lien.

The assistant secretary of the I On stated in examination that the Company had advanced a sum of \$17,000 to the Seng Kee firm, and of this amount \$14,000 remained unpaid. For this Wong Tat Hing was the guarantor. In the course of his statement, witness said the Company was in the habit of advancing money at the request of the managing director, and that no record of such advances was put in the company's minute book. The managing director in this case was Wong Tat Hing, who was also interested in the Seng Kee firm.

The comptroller of the plaintiff firm testified to Wong Tat Hing being the managing partner of the Seng Kee firm, and that that firm did a large business in Japanese goods. The Seng Kee firm had since closed its doors and Mr. Wong Tat Hing had vanished.

The Court ordered—The garnishee disputing the liability of the property on attachment, it is directed that the issue be tried, to settle the dispute. Issues to be framed by the parties and to be settled by the Court in the event of dispute. Costs of the day's proceedings to abide the decision of the issue, and be costs therein.

POLICE COURT

Saturday, 4th April

BEFORE MR. F. A. HAZELAND (POLICE
MAGISTRATE).

A GRAVE CHARGE

A coolie was charged, on the indication of Inspector Hudson, with having committed a criminal assault upon a European lady at 25, Gough Street. The father and mother of the girl were likewise charged with parties to the offence.

His Worship committed the three accused to the Criminal Sessions for trial.

Inspector J. Gault is in charge of the case.

BEFORE MR. J. H. KEMP (ACTING POLICE
MAGISTRATE).

PURSE SNATCHING

About mid-day on Friday, a European lady was walking with her husband along Queen's Road between the Clock Tower and Thomas's Hotel when she felt someone putting his hand in her pocket. She immediately gave the alarm, and her husband caught the thief, a Chinese, before he had got many feet off and handed him over to the police.

As he had been thrice previously convicted, the Magistrate sentenced him to two months' hard labour and to receive 25 strokes of the birch rod for his misdemeanor.

Inspector Watson presented.

TERRIF OF BRANDY

In the course of their business Messrs. Caldwell, MacGregor & Co. supply many ships with liquor. In the case of one ship they sent an account for the amount of liquor supplied and it was only when the ship's company came to compare the amount charged with the amount returned unbroken that they discovered a leakage; nine bottles of Hennessy's brandy had gone amissing. Hence arose a police case.

Wong Kuk, a coolie, was charged with the theft. His Worship found the charge proved and sentenced him to six weeks' imprisonment.

BRITISH WARSHIPS TO VISIT
HONOLULU

In its issue of the 5th ult. the *Hawaiian Gazette* says—Four British war crafts will be headed for Honolulu harbour in a very short time. Two of these will be cruisers and two torpedo destroyers. The former are to simply convey the little four-funnelled destroyers, the most interesting of vessels of war. The destroyers will be here on their way from Esquimaux to Hongkong. They have been ordered to China, where they will be employed in chasing pirates on the Yangtze River. The two torpedo destroyers are the *Spadok* and the *Virago*. These are now at Esquimaux, where they have been repaired and specially strengthened for the rough voyage across the Pacific. They were ordered to China last year, but a big protest was made at Esquimaux against working that important station and the British Admiralty allowed them to remain on the British Columbian coast. Now definite orders have been issued for them to sail for China, via Honolulu, on April 15th.

The British cruiser *Amphion*, which is now cruising off the South American coast, has been ordered back to Esquimaux and will arrive there about March 25th. The *Amphion* will accompany the two small crafts as far as Honolulu. From China another cruiser is to arrive to accompany the vessels from Honolulu to Hongkong, and the destroyers will probably be in Honolulu for some time waiting for the cruiser from China to arrive. As the U.S. battleship *Wacousta* is to arrive here some time in May the prospects are that Honolulu will witness a great deal of naval activity around this port during the early summer. The *Amphion* is a second-class cruiser of 4,300 tons and was commissioned in 1900.

THE ADMIRALTY DOCK
QUESTION.

THE PETITION TO MR. CHAMBERLAIN.
Following is the text of the petition to the Right Honourable the Secretary of State for the Colonies:

The humble petition of the undersigned residents in the Colony of Hongkong on behalf of the community.

Respectfully sheweth that your petitioners desire to bring to your notice the following facts concerning a matter of great moment to the Colony and one which has a very direct bearing on its future advancement and prosperity.

1. We refer to the question of the Admiralty Dock now under construction and the contemplated extension of the Naval Yard.

2. The question of the present position of the Dock is one of such vital importance to the future development of our Colony that we consider we are justified in approaching you on the subject in the hope that a representation of our views may result in the whole question being reconsidered by the various advisers of His Majesty who are concerned in the matter.

3. We understand that certain unforeseen engineering difficulties have arisen and that an opportunity may have thus presented itself by which it is possible that if representations be made by the residents of Hongkong, the site of the Dock may be changed without detriment to the efficient docking and repairing of H.M. ships of war.

4. In support of our contention that much harm must eventually result to the Colony by the proposed Naval Establishment occupying what should, looking to the future, be part of our most important business centre, we beg to submit the following facts.

5. A glance at the attached map of Hongkong will show that the Naval Dock Yard is in the centre of the sea front of the City of Victoria, and we would point out that the general tendency is for all leading places of business to congregate in the immediate vicinity of the proposed Dock.

6. The Praya reclamation scheme, so far as it has been carried out, has provided a much needed stretch of level ground on which large offices have been erected to meet the growing trade requirements of the Colony, and by increasing the number of main roads running from east to west, has much relieved the congested traffic which formerly had to be concentrated in the Queen's Road and on the old Praya.

7. The present position of the Naval Dock Yard unfortunately blocks the extension eastward of the great improvement, cuts the Praya in two, congests the traffic, and confines it to a single narrow road. Unless this obstruction is removed, the natural expansion of our city will be irretrievably ruined, much to the disadvantage of the Colony at large, and owing to it will be a conformation of the ground, it is the only possible direction in which expansion can take place.

8. We need hardly emphasize the further disadvantage which will be experienced through smoke and noise seriously affecting the comfort of those whose offices or residences are situated in the vicinity of the Dock. Moreover, as the work would be going on frequently by night as well as by day these disadvantages, which are particularly felt in a tropical climate, would be specially objectionable to a large section of the community. In this connection we must also consider the serious depreciation in the value of property which will unquestionably result from the above causes. This will be far reaching, as it will affect all residential property from the Tram Line eastward as far as the Naval Hospital, and as high up as the Peak.

9. The noise which will arise from the work at the Dock has been foreshadowed during the present construction and in one case led to a summons for a nuisance being taken out at the Magistrate's against the contractors.

10. Nor are the above the sole arguments for the removal of the Dock Yard which we can adduce.

11. We understand that even though land now in the possession of the War Department as well as other land were included in the Naval Yard site, the level ground at the disposal of the Naval Authorities would be barely sufficient to meet the present requirements of His Majesty's Navy in the Far East. We believe that the trend of events is such as to point in the future to a still greater expansion of the British Naval Forces in this part of the globe, and under these circumstances we believe we are justified in raising the point that in the near future the new Dock Yard will be found inadequate for the purposes of H.M. Navy.

12. Therefore, moreover, we believe, other sites which might equally well be made use of for the purpose of a Naval Establishment, but on this point we refrain from saying more, as we trust the whole question may shortly form the subject of an enquiry on the part of the respective authorities concerned.

13. The question of the removal of the Naval Yard from its present site is one of such great importance to the Colony as to justify, in our opinion, its incurring the necessary expenditure to reconquer the Admiralty for the money already spent upon the new works.

14. In conclusion, we would therefore strongly urge that in the interests of the Colony a Royal Commission be appointed on which all the interests concerned be represented to report not only on matters now under consideration by the various Government Departments but also on the advisability of removing the Dock to another site.

And your petitioners will ever pray, &c.

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PAKHOI.

[FROM OUR CORRESPONDENT.]

31st March, 1903.

Since writing you last, nothing has transpired here of any moment to write about, but the following, might be of interest to your readers.

ARRIVAL OF A MAN OF WAR.

The German gunboat *Jaguar* arrived on the 15th instant and left again on the 17th instant for a cruise.

INTERESTING TRIAL OF A MURDERER.

A native, nicknamed Lau, was accused of having committed plunder and several murders at his native village called Sai Cheong, a place only a few hours' sailing from this port. The Authorities were looking for him for some time, but without success. The murderer, finding himself holly pursued, joined the German Mission here, probably to evade justice. A short time ago, however, while he was taking a stroll, he fell in to the hands of the authorities and a day was set down for the prisoner to take his trial. At the trial, which took place on the 18th inst., there were present, besides the local magistrate and other Chinese officials, a few members of the German Mission, (who were trying to defend the prisoner) and Dr. A. Mudra (the consul for Germany here), who went probably to watch the case. A large number of native and spectators, including the Chinese writer of the British Consulate, were also present to witness the novel proceedings of the Court, for they learned that the missionaries were going to obtain the release of the culprit. Amongst the witnesses for the prosecution (some twenty of them) were a few elders of the native village as the prisoner, and where he committed the crimes was accused of. Nearly all of the witnesses declared that the prisoner was an evil character, a murderer, and a terror of the village. An old man stated that the prisoner had murdered his second son, one witness said that the prisoner had also killed his own (prisoner's) uncle, and so forth. The missionaries after hearing the evidence for the prosecution, asked if any of the witnesses present could testify to having seen with their own eyes the crime or crimes, of which the prisoner stood accused, committed; but none dared to come forward.

After a good deal of animated discussion between the authorities and the missionaries, the magistrate declared that according to the Chinese law, when so many people of the same village as the prisoner, including some of his own relatives and elders of the place, come to accuse him of a vile crime, he must be visited with the extreme penalty of the law. The missionaries argued that as there was not a single eye-witness to prove the crime, the prisoner must be released or at least his life must be spared. The villagers protested that if the prisoner were going to obtain his release, they would all prefer to be killed first, as they feared the prisoner would play havoc with them as soon as he finds himself at large again. The magistrate, after consulting with the other officials present, stated that he must send the prisoner to Lim-chow to be dealt with by the Prefect and the sub-Prefect, as he was not going to take upon himself the responsibility of releasing the prisoner nor to reduce the punishment of death which the prisoner deserved, under the circumstances, having before him such a long chain of evidence for the prosecution.

The prisoner was sent to Lim-chow the following morning.

At the trial in Limchow, the prisoner was sentenced to be imprisoned in the Chinese gaol in Limchow for the term of five years, after which period he would be handed over to the German missionaries to be kept as a prisoner in the Mission house for another term of two years.

The missionaries have succeeded at last in their endeavour to save the man's life from the executioner's knife, but what about the misery of a five years' confinement in a Chinese gaol? I doubt very much that the man could survive the first term of imprisonment; to my mind, death would be a lighter punishment.

A NEW TAX.

The new market tax on pork came into force on the 25th instant.

The dealers in pork resisted and the pork stalls in the markets were all empty on the morning of the 25th. The native inhabitants, especially the Cantonese, who subsist mostly on pork, were deprived of the meat. How long the dealers are going to resist the tax remains to be seen.

On the evening of the 28th, the pork dealers, formed into a body, proceeded to the office of the farmer, and as they began to demolish the front door, a crowd was soon collected. The farmer, mistaking the crowd of on-lookers for rioters, took flight and applied to the authorities for protection, and when the soldiers arrived the crowd dispersed, but not before the sign board and lantern outside the door were smashed. One man was arrested for having been caught in the act of demolishing the front door of the farmer's office.

On the morning of the 29th, a few soldiers went out in search of the ringleaders of the disturbance, and needless to state, they had absconded, but in the house of one of them they found a list, whom the soldiers attempted to arrest. The list took to his heels and escaped through the back door and took refuge in the French Mission House, followed by the soldiers, with rifles in hand. The priest, on hearing the rush, came out and finding the soldiers trespassing his ground, he remonstrated with them and the soldiers ran away at once. I understand that the priest went immediately to lay a complaint with the local magistrate against the soldiers for trespass, and the soldiers were punished for their indiscretion.

ARRIVAL OF THE FRENCH OUTRIGGER.

The French outrigger, *Surprise*, and *Assolante*, arrived from Kwangchow Wan on the evening of the 27th instant and left the following morning for Haiphong.

KAI-FENG-FU

KING STONE.

13th March.

The new Chikien, who took over the reins of office a few days ago, issued the usual proclamations against gambling, opium, and small cash. Much to the surprise and disgust of many, he evidently means to do something to suppress these evils. Already a number of opium dens have shut up. A woman and a boy have been beaten for buying and selling small cash and a noted "kuang kuen" has been seized and is at present taking an airing chained to one of the lions at the yamen gate.

A TEMPLE ROW.

A few days since the Koi Yu Huang-ti, in the famous Siang Ting here, was assaulted by one of the resident priests. Some Shantung worshippers came to return thanks, for answer to prayer, for rain, made to this idol some long time since. They brought some new garments for the idol, but the priest demanded a large sum of money from them, before allowing the garments to be put on. They were unwilling to give as much, with the usual result—a big row in which one of the pilgrims was badly injured. The priest, seeing the blood, rushed at the idol, tore off part of its beard, and knocked off one ear. When the matter came before the official, the priest said that the injured man made an attack on the idol, and his injuries were the result of the priest's interferences to prevent further damage. The mandarin, however, refused to believe the priest's story and ordered him to be beaten several hundred blows.—*N.C. Daily News*.

A JAPANESE SCHOOL BURNT
DOWN.

LIFE SACRIFICED TO "LOYALTY."

The building of the Shinoki Elementary School in Takisawa-mura, Iwate prefecture, was destroyed by fire a fortnight ago. According to the Tokyo papers, a *houkai* named Takahashi Yasuochi, who was on duty at the school, on discovering the fire rushed into the teachers' room and attempted to save the portraits of the Emperor and Empress which were kept there. Before he had succeeded in the attempt, he was enveloped in smoke and evidently suffocated and burnt to death. His remains were discovered in the debris, and he was holding the Imperial portraits.

Commenting upon this tragic event, the *Jiji* points out that on several occasions men have been charged with disrespect to the Throne in connection with the treatment of the Imperial portraits in schools, and fatalities have before occurred as the result of attempts made for their protection. The loyalty of the unfortunate man in attempting to protect the Imperial likenesses at the risk of his life, remarks the journal, is truly admirable but when the presence of Imperial portraits in schools results in such fatalities as these it is truly to be deplored. How much their Majesties would be disturbed on hearing such and such news might well be imagined. Many educationists, adds the *Jiji*, will doubtless speak in the highest terms of the gallantry of this unfortunate man, regarding him as loyal to the Throne and patriotic to his country, and would still urge loyalty at all costs.

Our vernacular contemporary says it often finds that many of those who are so loud in advocating loyalty to the Throne and the State are far from being loyal in the strict sense of the term. For instance, those educationists who have been arrested in connection with the text-book scandal have always professed loyalty to the Throne and the State, and have constantly instructed the young in that principle. After showing that such fatalities as that reported would be calculated to disturb their Majesties far more than the knowledge that their portraits had been destroyed, the *Jiji* urges a rather than that they should be the cause of tragedies of this kind the Imperial photographs should be removed from the schools altogether.—*Kobe Chronicle*.

A STORY FROM NEW CALEDONIA.

What is apparently another terrible judicial error is occupying public attention in France. A convict named Jean Chablis has been for twenty-eight years at Noumea. He was condemned to death in 1875 for the murder of Mme. Dantin, an officer's widow, living at Saint Livrade. His sentence was afterwards commuted. The chief evidence against him was that of the victim's maid-servant, Annis Brunan. In a first enquiry he had been liberated; but malevolent village gossip still pointed him out as the murderer. Chablis was seized, and local hatred was further enhanced by a successful campaign for the increase of wages for workers of both sexes in vineyards. He was also accused of poisoning and of threatening to shoot gendarmes. The prosecution nearly broke down a second time; but by certain mysterious influences the examining magistrate was changed, notwithstanding his protestations of innocence, and combined with evidence showing that no motive could exist for the crime, Chablis was found guilty. M. Pennel, the governor of the penitentiaries of New Caledonia, who is a strong believer in the convict's innocence, affirms that during his experience he has known many cases of the same kind. The crusade in favour of Chablis is in the hands of his devoted son. As a rule the French convict is soon forgotten, even by his relatives, who after a few efforts lose courage and hope.

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[38]

REVIEW.

The Truth and Error of Christian Science.
By M. Cartha Sturge. London: John Murray, Albemarle Street.

In this little volume of 160 pages Miss Sturge, a competent critic, discusses the metaphysics of Christian Science. She tells us in the preface, and the reader of the book will find ample evidence of the fact, that the criticism is by no means a hasty expression of dissent, such as is often at first aroused by somewhat startling tenets, but is the outcome of a genuine and sympathetic effort to understand and appreciate it, made through the course of several years. For an authoritative exposition of Christian Science, Miss Sturge takes Mrs. Eddy's well-known book entitled "Science and Health," and deals with all its main doctrines in an interesting, illuminating and for the most part convincing manner. Most people fail to find anything at all scientific about the body of doctrine held by Christian Science as so-called, but Miss Sturge in her first chapter justifies her claim to sympathetic treatment of the subject by pointing out that by Science Mrs. Eddy clearly means knowledge based upon deductions from a given law—"ordered knowledge," in fact, which is not infrequently given as a definition of science as we understand it. Miss Sturge therefore suggests that "if this is kept well in mind and we read for 'science,' 'principle' and for 'scientific' 'that statement which is a deduction from a definite law,' the book will be a little more intelligible. The entire welfare of man," according to Mrs. Eddy's system, depends upon his throwing aside as unreal all that he ordinarily believes to be real. What constitutes the Real has in all ages been a question for discussion of a highly controversial character; but it has no difficulties for the Christian Scientist who simply identifies Mind, Spirit, and all included under these terms, with Reality, whilst, conversely, all that is included under Matter is Unreal, so that Reality and its opposite are, as far as explained at all, defined in terms of Mind and Matter. Miss Sturge has no difficulty in showing that this is the crudest form of Idealism that can be presented, and that it can scarcely lay claim to being a Philosophy. It is on such metaphysics as these that the doctrine of a cure of health by a mental process without recourse to drugs or any other physical means is based, and for the general reader there is perhaps no more interesting chapter in Miss Sturge's book than that in which she deals with the subject of mental healing, and shows conclusively that these healings do not prove that the Christian Science metaphysics of the non-existence of matter are their real bases. The little volume, which is one of Murray's Imperial Library Series, should be read by all who feel an interest in the subject. It may be obtained locally from Messrs. Kelly and Walsh.

AN INTERESTING OCEAN RACE.

A Sydney paper contains an account of a series of steaming contests that have taken place between the P. & O. and German mail steamers. The rivalry commenced in the Red Sea, where, according to the report, the *India* was challenged by the *Friedrich der Grosse* to a trial of speed. Both liners were steaming easily, as is usual through the Red Sea, bound for Aden. The German mail left Port Said later than the P. & O., but in the Red Sea she gradually overtook the *India*, and when the vessels were within hailing distance of each other, the *India*'s 14 knots was gradually increased until she was ploughing the waves at the respectable pace of 18 knots, whilst the German steamer for some time maintained her position abreast. Gradually however, she fell behind, and it was estimated on board the *India* that at the end of an hour they had gained three and a half miles. After this the *India* slowed down again, and the *Friedrich* reached Aden first. Another race took place between Aden and Colombo, the German mail being overtaken and beaten, according to the report. In the long run between Colombo and Fremantle the merits of the vessels were again tested. The *India* left Ceylon four hours later than the *Friedrich*, and reached Fremantle 16 hours before the latter—a gain of twenty hours. Both vessels are fine types of the modern mail liner, the *Friedrich* being 10,500 tons gross, and the *India* 7,900 tons.

LOOKING AFTER NUMBER ONE.

THEATRICAL INCIDENT IN MANILA.
During the recent engagement of Pollard's Lilliputians at the Zorrilla Theatre in Manila, dissatisfaction, apparently, was caused by the refusal of the lessee and manager of the Zorrilla to issue "pass-out" checks. The gentleman in question, Mr. Louis Levy, defended his position to the *Times* in the following terms:—"I said no 'There has been complaint,' said he, 'against this policy of the theatre management, but it is unjust. In the first place I am paying the Lilliputians a guarantee of \$3000 gold for this extra season at the Zorrilla. I am paying for all the advertising in the newspapers and otherwise, and all the running expenses of the theatre. The price of admission is the same as at the National, but I cannot hope to come out even unless I protect the bar privileges. Everything considered, I think these random complaints are unjust, because after the great expense I have gone to, to prolong the Lilliputians' stay in Manila, I cannot afford to throw open the gates and let the bar business float out to other places."

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DEFERRING to the Companies' Notice of 20th December last, the senders of telegrams are hereby advised that from the 1st APRIL next the Charges for Telegrams will, subject to revision after three months, be collected at the rate of \$0.50 to equal One Franc.

J. M. BECK,
Superintendent.Hongkong Station,
26th March, 1903.

[976]

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LAUREN WEIGER & CO.,
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Hongkong 7th May, 1895.

[14]

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SURGEON DENTIST.

No. 10, D'AGUILAR STREET.

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Hongkong, 21st March, 1903.

[92]

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Hongkong, 4th February, 1903.

[427]

NOTICES OF FIRMS

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THE OFFICES of the above Company have
been OPENED at No. 25, QUEEN'S
ROAD CENTRAL, 2ND FLOOR.
Hongkong, 21st March, 1903.

[924]

THE HONGKONG AND KOWLOON

WHARF AND GODOWN CO., LD.

NOTICE.

DURING my temporary absence from the
Colony, Mr. R. J. MACGOWAN will
act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.

Hongkong, 28th March, 1903.

[991]

THE "STAR" FERRY COMPANY,

LIMITED.

NOTICE.

DURING my temporary absence from the
Colony, Mr. R. J. MACGOWAN will
act as SECRETARY of the above Company.
By Order of the Board of Directors,
EDWARD OSBORNE,
Secretary.

Hongkong, 28th March, 1903.

[992]

NOTICE.

DURING my absence from the Colony
until further notice, Mr. DONALD
MACDONALD, Engineer Surveyor, for
Veritas will conduct the business of the Bureau
Veritas in Hongkong from the 1st of April.
G. C. ANDERSON,
Secretary for Veritas.

Hongkong, 31st March, 1903.

[1001]

NOTICE.

MR. JOSE MIGUEL ALVES has this
day been admitted a PARTNER in our
Firm.

L. M. ALVARES & CO.

Hongkong, 1st April, 1903.

[1025]

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

NOTICE

MR. GEORGE ARTHUR RICHARDSON holds a Power of Attorney and is authorised to Sign on Firm in China and Hongkong.

BRADLEY & CO. (1074)

NOTICE

THE Undersigned having returned to the Colony, the Power of Attorney given to Mr. D. M. LANGRISH has been withdrawn.

M. J. PATELL. (1075)

SHING KEE DAIRY FARM. COWSHED AT WONGNEICHONG EAST. FRESH MILK, CREAM, BUTTER AND CHEESE. No. 40, COCHRANE STREET CENTRAL.

Hongkong, 7th April, 1903. (1076)

TO LET

NO. 12, CASTLE ROAD. No. 74, CAINE ROAD. Nos. 7, 8, and 11, SEYMOUR ROAD. 1st FLOOR of No. 49, FEEL STREET. GODOWN No. 3A, PRAYA EAST.

Apply to COMPTON'S DEPARTMENT, Nippon Yusen Kaisha. (1073)

Hongkong, 6th April, 1903.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP AND LONDON.

THE Steamship

"FLINTSHIRE,"

Captain J. M. Haffner, having arrived from the above ports Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 4th April, 1903. (1072)

NAVIGAZIONE GENERALE ITALIANA. (Fiorio and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to sale.

CALLOWITZ & CO., Agents.

Hongkong, 4th April, 1903. (1072)

THE HONGKONG WEEKLY PRESS will be ready to-day, and will contain—

Leading Article—

The Colony's Criminal Statistics.

The Governor and the Chinese Community.

Passenger Communication Along the Coast.

Trade in the Interior.

The Unrest in China.

The Supply of Labour.

Hongkong Sanitary Board.

Supreme Court.

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Terrible Tragedy on the High Seas.

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Silver Bullion for the Philippines.

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Missions in China.

Canton.

Hongkong Volunteer Corps.

Review.

Football.

Cricket.

Artillery Sports.

Hongkong Schools' Sports.

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Fires in Hongkong.

Royal Hongkong Golf Club.

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Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 50 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 54 cents each, or \$1 for three copies, Cash.

Hongkong, 4th April, 1903.

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Hongkong, 3rd October, 1901. (1078)

THE AMERICAN SYSTEM OF DENTISTRY.

Dr. W. H. CHAUN,

27, DES VOUX ROAD CENTRAL HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 10th March, 1903. (1079)

ENTERTAINMENT

THEATRE ROYAL, CITY HALL.
LESSEES—Mr. C. A. POLLARD and Mrs. N. CHESTER.
COMMENCING THURSDAY NEXT, APRIL 9TH, 1903.
FOR A SHORT FAREWELL SEASON OF TEN NIGHTS ONLY.

POLLARD'S LILLIPUTIAN OPERA CO.

CELLIER'S FAVORITE COMIC OPERA
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FOR ONE NIGHT ONLY.
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SATURDAY (MATINEE AND EVENING) AND MONDAY, 11TH AND 13TH APRIL, "THE GEISHA."

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A. LEVEY, Representative.
A. H. POLLARD, Manager.
Hongkong, 4th April, 1903. (1068)

TO CONNOISSEURS.

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A SMALL Collection of the Choicest Old CHINESE PORCELAIN ENAMELS and BRONZES.

For Particulars, apply to—"KEAMOS,"

Care of Daily Press Office.

Hongkong, 4th April, 1903. (1064)

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that MACHINE GUN FIRE will be carried out against Lion Hill in the New Territory, TO-DAY (MONDAY), the 6th APRIL, 1903, at 9 A.M.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 1st April, 1903. (1022)

FOR SALE.

To settle up late owner's estate.

THE British Composite Barge

"LUCIA,"

640 Tons Reg., 1050 Tons D. W. now lying in Hongkong Harbour and open for inspection.

Vessel has just undergone annual overhaul and is ready for sea.

For Further Particulars, apply to—

Captain A. R. ANDERSEN, on board; or

WM. DUNBAR, Agent.

12, Beaconsfield Arcade.

Hongkong, 2nd April, 1903. (1044)

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IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S AMBERITE and KYNOK'S SPORTING

CARTRIDGES, 10, 12, 16, and 20 BORE.

and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 28SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902. (1125)

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING of the Members of the above Club will be held in the CITY HALL, on WEDNESDAY, the 15th APRIL, at 5 O'CLOCK P.M.

By Order, J. GRANT, Secretary.

Hongkong, 31st March, 1903. (1000)

CARMICHAEL & CLARKE,

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.

A B C Code, 4th Edition.

A 1 Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 13th March, 1903. (3404)

YEE CHEONG & CO.

DEALERS IN

STAR ANISEED and GALL NUT.

CASSIA OIL, ANTI-RED OIL,

BRISTLES, GALANGAL, DUCK FEATHERS, HUMAN HAIR, ANTIMONY, and every kind of General Export Goods.

No. 28, POTTINGER STREET.

Hongkong, 17th March, 1903. (864)

R. J. REMEDIOS,

FOREIGN AND COLONIAL STAMP DEALER.

No. 39, WYNDHAM STREET, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

Hongkong, 18th November, 1901. (3188)

AUCTIONS

PUBLIC AUCTION.
THE Undersigned have received instructions from the Acting Captain SUPERINTENDENT OF POLICE, to Sell by Public Auction, on THURSDAY, the 9th APRIL, 1903, at 11 A.M., at Tenth-Six, Two Police Station, 213 BAGE SALTPIRE, in Good Order and Condition. (Samples can be seen on application to the Officer-in-charge of Water Police.) Terms—As usual.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 4th April, 1903. (1062)

GRAND AUCTION SALE OF CLOISONNE WARE!

THE Undersigned have received instructions from the CLOISONNE MANUFACTORY ASSOCIATION of NAGOYA, Japan, to sell by Public Auction, on TUESDAY, the 14th APRIL, 1903, at 11 A.M., at their SALES ROOMS, No. 3, Des Vaux Road, Corner of Ice House Street, A VERY FINE and CHOICE COLLECTION OF CLOISONNE WARE, comprising—

VASES, WALL PLATES, INCENSE BURNERS, BUCKLES, JEWELLERY BOXES, LINKS and STUDS, &c., &c., &c.

N.B.—We beg to draw the attention of the Public that the Sellers are Manufacturers of all classes of Cloisonne especially in Silver Cloisonne Ware.

Terms—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th April, 1903. (1063)

PUBLIC AUCTION.

MESSES. HUGHES & HOUGH have received instructions to Sell by Public Auction, on WEDNESDAY, the 15th APRIL, 1903, at their Offices in Ice House Street, at 3 P.M., THE VALUABLE LEASEHOLD PROPERTY, known and registered in the Land Office as SECTIONS D & E AND THE REMAINING PORTION OF INLAND LOT NO. 704, with the premises on the said Remaining Portion of Inland Lot No. 704, now known as Fernside, Robinson Road.

The property will be sold in 3 lots particulars whereof are as follows—

Lot No. 1. The Remaining Portion of Inland Lot No. 704 with the premises thereon now known as Fernside, Robinson Road. With and subject to certain rights of way. Crown Lease term: 999 years. Area: 14,985 square feet; Crown rent of whole Lot: \$36. Proportion of Crown rent: \$10.08.

Lot No. 2. Section D of Inland Lot No. 704. With a certain right of way. Area: 7,020 square feet. Proportion of Crown rent: \$4.70.

Lot No. 3. Section E of Inland Lot No. 704. With a certain right of way. Area: 8,775 square feet. Proportion of Crown rent: \$4.54.

For further Particulars and Conditions of Sale apply to—

THE AUCTIONEERS, or to Messieurs. DEACON & HASTINGS, 10, Queen's Road Central, Solicitors for the Vendors.

Hongkong, 2nd April, 1903. (1048)

BROWN, JONES & CO.,

MONUMENTAL AND ORNAMENTAL MASONS.

Have on View and for Sale at their Marble Yard, ITALIAN MARBLE

Statuary Figures, Angels alongside Crosses, Obelisks, Columns, Bases and Plain Crosses and Headstones; also

AMERICAN MARBLE

Crosses, Columns and Headstones; and ABERDEEN GRANITE

Crosses and Headstones

For adults and children's graves.

CEMETERY MEMORIALS made to any design in Italian and American Marble and Hongkong Gray and Blue Granite.

Special attention paid to LETTERING IN ANY STYLE OR LANGUAGE in imperishable lead, lead cement, gold, or black.

All work and material guaranteed to be the best and most durable.

Prices to suit the times.

Designs on application.

Orders from outposts carefully and promptly executed.

Office: No. 17A, Queen's Road Central, 1st Floor, Marble Yard—No. 18, Morrison Hill Road, Hongkong.

Hongkong, 9th January, 1903. (3462)

ASK FOR

CORONATION CUP.

A most delightful beverage just produced by a well-known firm in Manchester.

VI-KOLA.

A draught of this stimulating refresher brings on quickly a sense of vitality and buoyancy that makes life worth living.

STONE GINGER BEER.

A celebrated beverage filled in Patent Cold-bottles as to avoid structural contamination of any kind, which the earthen bottles could not prevent, being decorated in their interior surface with a net-work of dirt, &c., through "seeping" of common workmen, especially Chinese.

Apply to

THE ROYAL LEBERATED WATER MANUFACTORY OFFICE,

Telephone 367.

Depot—Ice House Street; Telephone, 374.

11—2] F. P. DANENBERG, Manager

COLD STORAGE

THE HONGKONG ICE COMPANY, Ltd., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 18th November, 1901. (15)

BANKS

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).
ESTABLISHED 1864.
PAID-UP CAPITAL.....U.S. \$1,000,000 Gold
RESERVE FUND.....\$1,200,000
PROFIT.....\$7,180,000
HEAD OFFICE—NEW YORK.
LONDON OFFICE—33 & 35, Lombard St., E.C.
F. C. BISHOP, Manager, Eastern Department.
LONDON BANKERS—FAIRBANKS & CO., Ltd.
HONGKONG OFFICE—4, DES VOUX ROAD.
General Banking and Exchange business transacted.
INTEREST allowed at Current Rates.
E. F. GROS, Acting Manager.
Hongkong, 1st December, 1902. (1817)

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORISED CAPITAL.....\$1,000,000
PAID-UP CAPITAL.....\$ 324,374
HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAM KIT SHAN, Esq., C. EWENS, Esq., CHOW TUNG SHANG, Esq., J. LAURE, Esq., Chief Manager, GEO. W. F. PLATFAIR.

Interest for 12 Months Fixed.....5%.

Hongkong, 19th November, 1899. (121)

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1902. (20)

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$5,000,000
SILVER RESERVE.....\$15,500,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

COURT OF DIRECTORS.
A. J. RAYMOND, Esq., Chairman.
H. E. TOMES, Esq., Deputy Chairman.
G. S. BELL, Esq., H. S. BARNARD, Esq., H. C. W. DICKSON, Esq., E. S. SHILLON, Esq., E. GOOS, Esq., G. H. MEDHURST, Esq., C. MICHAEL, Esq., N. A. SLOAN, Esq.

CHIEF MANAGER: Hongkong—J. R. M. SMITH.

MANAGER: Shanghai—H. M. BRVIL.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per Cent. per Annum on the daily balance.

On FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per Annum.

For 6 months, 3 1/2 per cent. per Annum.

For 12 months, 4 per cent. per Annum.

J. R. M. SM

TO LET

HOUSES at Nos. 2, 3 and 4, CHICO TERRACE, on Upper Peel Street. Each house with Five Rooms and good Servants' Quarters. Rent Moderate. Apply—

COMPRADORE
Hongkong and Shanghai Banking Corporation.
Hongkong, 31st January, 1903. [387]

TO LET

FROM April 1st, the GROUND FLOOR and the TOP FLOOR of No. 41, Des Vaux Road Central.
Apply to—

O. S. L.
Care of 81, Queen's Road Central.
Hongkong, 16th March, 1903. [354]

TO LET

OFFICES at 6, QUEEN'S ROAD CENTRAL.
Apply to—

G. GIRAULT.
Hongkong, 3rd January, 1903. [72]

TO LET

NOS. 1 & 3, "MAGDALEN TERRACE," Corner houses, MAGADEN GAP.
Apply to—

SPANISH PROCURATION.
Hongkong, 1st January, 1903. [73]

TO LET

SPACIOUS NEW HOUSES and FLATS, Connaught Road, Des Vaux Road and Pottinger Street. Close to Blake Pier. Specially suitable for Offices, Stores, &c. Rents very moderate.
Apply to—

S. A. SETH,
Dairy Farm Co.,
or
KWONG SUN TAI,
34, Wing Lok Street.
Hongkong, 27th November, 1902. [80]

TO LET UNFURNISHED

NO. 33, CAINE ROAD. Available from 1st March.
"COOMBE," MAGADEN GAP. Available from 1st April.
Apply—

Daily Press Office.
Hongkong, 16th February, 1903. [342]

TO LET

"HARTLEY," STONY BROOK, and "INGLEWOOD," BIRMINGHAM ROAD.
Apply to—

LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 7th March, 1903. [150]

TO LET

"THE RETREAT," MOUNT KELLET.
FLATS in MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground.
No. 1, RIFON TERRACE.
GODOWNS at BOWINGTON (PRAYA EAST).
HOUSES in LEIGHTON HILL ROAD.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st January, 1903. [71]

TO LET

TOP FLAT of "SEAVIEW," WANGHAI GAP ROAD. Cool and healthy situation. Full view of harbour.
No. 8, REDWATER TERRACE.
No. 31, MOSQUE JUNCTION.
And others to suit various requirements.
Apply to—

S. A. SETH,
Care of the Dairy Farm Co., Ltd.
Hongkong, 3rd April, 1903. [755]

TO LET

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.
Apply to—

H. N. MODY,
Victoria Buildings.
Hongkong, 2nd December, 1902. [82]

TO LET

FURNISHED completely, with possession from 1st May, semi-detached SIX-ROOMED HOUSE, No. 2, GOMES VILLAS, DES VOUX ROAD, Kowloon. Cool and breezy. Facing Kowloon Bay. May be inspected by appointment.
Address—

C. B.,
Care of Daily Press Office.
Hongkong, 25th March, 1903. [958]

TO LET

OFFICE, airy and commodious, No. 3, QUEEN'S BUILDING, 3rd FLOOR.
Apply—

ON THE PREMISES.
Hongkong, 30th March, 1903. [1937]

BOARD AND RESIDENCE

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 20th March, 1903. [915]

PRIVATE BOARD AND RESIDENCE

NOS. 12 and 14, QUEEN'S ROAD CENTRAL. Entrance by Zeland Street.
Hongkong, 3rd March, 1903. [700]

"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—

MANAGERESS,
Macdonnell Road.
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

BOARD AND RESIDENCE

Apply to—
S. SELBORNE VILLAS,
Kennedy Road.
Hongkong, 14th February, 1903. [152]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to **Mrs. MATHER,**
2, Pedder's Hill.
Hongkong, 1st January, 1899.

TO LET

"EXCELSIOR," No. 10, SAN LOURENCO, MACAO. From 1st April.
Apply to—

Dr. G. P. JORDAN,
2, Connaught Buildings.
Hongkong, 3rd March, 1903. [698]

TO LET

NOS. 10, 12 and 14, LEIGHTON HILL ROAD.
For Particulars, please apply to **MR. LI PAK,**
Care of Compradore,
Nippon Yusen Kaisha,
1st Floor No. 1, Prince's Buildings, Chater Rd.
Hongkong, 3rd December, 1902. [83]

TO LET

12, ARBUTHNOT ROAD, SIX-ROOMED HOUSE.
Apply to—

E. A. DE CARVALHO,
C. F. DE CARVALHO.
Hongkong, 19th March, 1903. [894]

TO BE LET OR SOLD

THE BUNGALOW on MOUNT KELLET known as "THE SUMMER HOUSE."
For Particulars, apply to—

J. Y. V. VERNON.
Hongkong, 24th March, 1903. [894]

GODOWNS TO LET

PRAYA EAST. Spacious Two-storied and Single-storied Godowns. Suitable for Yarn or Cloth.
Also Land for Coal storage.
Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st March, 1903. [1002]

TO LET

"WESTBOURNE VILLA," NORTH BONAHO ROAD.
No. 2, CAMELON VILLAS, MOUNT KELLET.
Nos. 3, 11, 15 & 18, BELLIOS TERRACE, "BISNIE VILLA," POKFULUM ROAD, land on sea front Kowloon Marina Lot No. 5, and admirably suited for the storage of coal.
For terms and particulars, apply to—

LINSTEAD & DAVIS.
Hongkong, 2nd April, 1903. [1048]

HONGKONG

FURNITURE WAREHOUSEMEN
A CHEE & CO. Established 1858.
Every Household Requisite. Depot for Eastman's Kodak Films and Accessories.
17a, Queen's Road Central.

CHEONG LEE & CO. Furniture Store.
Established over 20 years. Importers and Exporters. Teakwood, Furniture, Blackwood, Jewellery, &c. highest grade, best and cheapest. 3, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Illice.

PHOTOGRAPHER

M. MUMETA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also coloring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 84, Queen's Road Central.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann, Reijer's Genuine Composition Red Head Brand.

BISMARCK & CO.
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineer Tools, Brass and Iron Merchants, 144, Des Vaux Road.

MOORE & SEIMUND.
25 and 26, Connaught Road, Praya Central. Shipchandlers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Composition ("Greyhound Brand") and Blundell's Spence & Co.'s Composition.

WATCHMAKERS

DROZ & CO.
14, Queen's Road Central. Repairs of Watches and Clocks by competent European experts at moderate rates.

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL, situated at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD, and on the Trunk Road of the Projected HONGKONG-CANTON RAILWAY, is FOR LEASE ON VERY EASY TERMS.

owing to Proprietor having to leave the Colony. The Elite Establishment, patronised by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far Eastern entrepot of trade.

An exceptionally large and airy building, capable of extension, with large piece of vacant land adjoining.

Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First-Class Hotel and is a profitable investment. It is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.

Inspection of Books allowed to any one making bona fide Offers for Lease, &c. For Full Particulars, apply to—

H. BUTTONEE,
D'Aguilar Street, Hongkong.
Hongkong, 26th February, 1903. [651]

PRESIDENT ROOSEVELT AND THE SOUTHERN STATES.

The President's recent appointments of colored men to official positions in the Southern States has evoked much strong feeling there, and the President has declared his position on the matter in the following interesting letter to a newspaper editor at Atlanta—

"White House, Washington, D.C., February 24, 1903.

Dear Mr. Howell: As to Federal appointments in the South. Frankly, it seems to me that my appointments speak for themselves and that my policy is self-explanatory. So far from feeling that they need the slightest apology or justification, my position is that on the strength of what I have done I have the right to claim the support of all good citizens who wish not only a high standard of Federal service, but fair and equitable dealing to the South as well as to the North and a policy of consistent justice and good will toward all men.

"In making appointments I have sought to consider the feeling of the people of each locality so far as I could consistently do so without sacrificing principle. The prime test I have applied have been those of character, fitness and ability, and when I have been dissatisfied with what has been offered within my own party lines I have without hesitation gone to the opposite party, and you are, of course, aware that I have repeatedly done this in your own State of Georgia. I certainly will not treat mere colour as a permanent bar to holding office any more than I could treat creed or birthplace—always provided that in other respects the applicant or incumbent is a worthy and well-behaved American citizen. Just as little will I treat it as conferring a right to hold office. I have scant sympathy with the man of mere theory who refuses to face facts, but do you not think that in the long run it is safer for everybody if we act on the motto 'All men up,' rather than on that of 'Some men down'?"

"I ask you to judge not by what I say, but what, during the last seventeen months, I have actually done. In your own State of Georgia you are competent to judge from your own experience. In the great bulk of the cases I have reappointed President McKinley's appointees. The changes I have made were, as I think you will agree, changes for the better and not for the worse. It happens I have appointed a white man to succeed a colored man as Postmaster at Athens and Surveyor at Atlanta. In South Carolina I have similarly appointed a white postmaster to succeed a colored postmaster. Again in South Carolina I have appointed a colored man to fill a vacancy in the position of Collector of the port of Charleston, just as in Georgia I have re-appointed a colored man who is now serving as Collector of the port of Savannah. Both are fit men. Why the appointment of one should cause any more excitement than the appointment of the other I am wholly at a loss to imagine. I need hardly say that to connect either of these appointments, or any or all of my appointments, or my notions in upholding the law at Indiana, with such questions as 'social equality' and 'negro domination' is as absurd as to connect them with the nebular hypothesis or the theory of atoms.

"I have consulted freely with your own Senators and Congressmen as to the character and capacity of any appointees in Georgia concerning whom there was question. My party advisers in the State have been Major Hanson of Macon, Walter Johnson of Atlanta—both of them ex-Confederate soldiers—and Harry Stillwell Edwards of Macon. I believe you will agree with me that in no state would it be possible to find gentlemen abler and more upright or better qualified to fill the positions they have filled with reference to me. In every instance where these gentlemen have united in making a recommendation, I have been able to follow their advice. Am I not right in saying that the Federal office-holders whom I have appointed, throughout your State, as a body, are men and women of high order of efficiency and integrity? If you know of any Federal office-holder in Georgia of whom this is not true, pray let me know at once. I will welcome testimony from you or from any other reputable citizen which will tend to show that a given public officer is unworthy; and most emphatically short will be the shrift of any one whose lack of worth is proven. Incidentally, I may mention that a large percentage of the incumbents of Federal offices in Georgia under me, are, as I understand it, of your own political faith. But they are supported by me in every way as long as they continue to render good and faithful service to the public.

"This is true of your own state, and by applying to Thomas Nelson Page of Virginia to General Basil Duke of Kentucky, to George Crawford of Tennessee, to John McIlhenny of Louisiana, to Judge Jones of Alabama, and Edgar S. Wilson of Mississippi, all of them

Democrats and all of them men of the high standing in the respective communities, you will find that what I have done in Georgia stands not as the exception but as the rule for what I have done throughout the South. I have good reason to believe that my appointments in the different states mentioned, and as the sum of the parts is the whole necessarily in the South at large, represent not merely an improvement upon those whose places they took, but upon the whole a higher standard of Federal service than has hitherto been attained in the communities in question. I may add that the proportion of colored men among these new appointees is only about one in a hundred. But in view of all these facts I have been surprised and somewhat pained at what seems to me the incomprehensible outcry in the South about my action—an outcry apparently started in New York for reasons wholly unconnected with the question nominally at issue. I am concerned at the attitude thus taken by so many of the Southern people; but I am not in the least angry; and still less will this attitude have the effect of making me swerve one hair's breadth to one side or the other from the course I have marked out—the course I have consistently followed in the past and shall consistently follow in the future."

DE MORTUIS.

Mourn for a noble spirit fled,
A Hero passed away;
Mourn for a glorious future dead,
Oh, shed your tears to-day.
Mourn for a man—like other men
By weakness overta'en,
Drive then the memory from your mind
And praise his Deeds again.
Mourn for a man who spent his life,
To bring his Service fame;
Mourn for a man who gave his life
To save his Service shame.
Oh, spread abroad his noble deeds—
'Till noble deeds beget;
And for a grand dead Hero's sake
Forget, forget, forget!

—Singapore Free Press.

INSURANCES

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [28]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS.
HOTZ, S. JACOB & CO.
Hongkong, 1st September, 1902. [2327]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security\$25,719
Total Losses Paid\$26,769,240

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 18th May, 1892. [28]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 20th May 1895. [37]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1901.
£15,722,693.

I. AUTHORISED CAPITAL... £3,000,000 0 0
SUBSIDISED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 887,500 0 0
II. FIRE FUNDS... 2,685,548 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.
Agents.
Hongkong, 1st July, 1902. [179]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ, JACOB & CO.
Hongkong, 2nd April, 1900
SACHSEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. [113]

NORTHERN ASSURANCE CO.
ESTABLISHED 1836.
The Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.
Hongkong, 14th January, 1903. [246]

SALE! SALE!! SALE!!!

FOR ONE MONTH ONLY FROM APRIL 1st TO 30th.

REDUCED BELOW COST.

THE WHOLE OF OUR STOCK OF

SUMMER DRESS GOODS.

MUSLINS, SILKS, FANCY FLANNELS, CASHMERES,

ALPACCAS, SHIRTINGS, PRINTS, &c.

MUST BE CLEARED TO MAKE ROOM FOR NEW STOCK.

W.M. POWELL, LD.,

34, QUEEN'S ROAD.

(4)

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

DETONATORS, SAFETY FUSE,

AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT

HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—

325

JARDINE, MATHESON & CO.

RICHMOND GEM CIGARETTES.

RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.

"THE NEAREST THING OF THE DAY."

Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpiece and a handsome curved Cigarette Case which fits the pocket.

TO BE OBTAINED OF MESSRS. KRUSE & CO.

MANUFACTURED BY

THE AMERICAN TOBACCO CO.

BRANCH

BRITISH-AMERICAN TOBACCO COMPANY, LIMITED.

[43]

JUST LANDED.

CELEBRATED

AMERICAN BEER

"LEMP"

G. GIRAULT, AGENT.

[340]

THEODORO VAFIADIS & CO.

MANUFACTURERS OF HIGH-CLASS

FACTORY: CAIRO, EGYPT

EGYPTIAN CIGARETTES. (Close to H.E. Nubar Pasha's Palace.

PURVEYOR TO THE BRITISH FIELD FORCE CANTERNS IN SOUTH AFRICA.

BRANCHES:
BOMBAY...20, ESPLANADE ROAD.
CALCUTTA...4, DALHOUSIE SQUARE.
RANGOON...72, MERCHANT STREET.
LONDON...19, BASINGHALL ST., E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS—

MESSRS. KRUSE & CO. HONGKONG

64

JAPAN COALS.

mitsui BUSSAN KAISHA

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HEAD OFFICE—43, BAKAMOTO-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, 10th FLOOR, STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chiofo, Tientsin, Newchwang, Fort Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Sasabe, Matsuyama, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mitsui, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Kishima, Mamoda, Mannoura, Onoura, Otsuki, Saigahara, Teikoku, Yoshimoto, Yoshio, Yonokura, and other Coals.

N. INUZUKA, Manager, Hongkong.

ACHE

Ache all over. Throat sore, Eyes and Nose running, slight cough with chills; this is La Grippe.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong 2, midway between Hongkong and Kowloon 3, and those vessels berthed at the Kowloon Wharf, 4, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	DEPART	CAPTAIN	FOR WHAT	TO BE DESTACHED
LONDON, &c. via PORTS OF CALL	CHUBAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 11th inst. at Noon.
LONDON & ANTWERP	GLAUCUS	Brit. str.	2 m.	G. W. Gordon, R.N.R.	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
LONDON & ANTWERP, via SINGAPORE, &c.	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 15th inst. at Noon.
LONDON	DECCALION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 23rd inst.
LONDON	PACIFICUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 26th inst.
LONDON	HYSON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL via MARSEILLES	PINGSUY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 17th inst.
LIVERPOOL via GENOA	AGAMEMNON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, &c. via PORTS OF CALL	SYDNEY	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP	INARA MARU	Jap. str.	2 m.	W. Bainbridge	BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP	JASON	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
MARSEILLES, LONDON & ANTWERP	TANTALUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
BREMEN, via PORTS OF CALL	SACHSEN	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
HAMBURG & HAMBURG	KONIGSBERG	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
HAMBURG & HAMBURG	SAMBIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
HAMBURG & HAMBURG	SEBASTIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
HAMBURG & HAMBURG	SAXONIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
HAMBURG & HAMBURG	SEGOVIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
TRIESTE, &c. via SINGAPORE, &c.	FRANK FERRAND	Aus. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
NEW YORK, via PORTS & SUEZ CANAL	ROSEBUD CASTLE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
NEW YORK, via PORTS & SUEZ CANAL	PRINCE OF WALES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
MANZANILLO, MEXICO & PANAMA, &c.	CHINGWONG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
VANCOUVER, via SHANGHAI, &c.	TARTAR	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) & TACOMA, via JAPAN	OLYMPIA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) & TACOMA, via JAPAN	KEEMUN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) & TACOMA, via JAPAN	KAGA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
VICTORIA (B.C.) & TACOMA, via JAPAN	INDRAVILLI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
PORTLAND, OREGON	EASTERN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
AUSTRALIAN PORTS	SEBASTIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	KAGOSHIMA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	KINSHU MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	SADO MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	TSINAN	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	KARUGA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	KITAI	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	KWEIYANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	SAVOIA	Ger. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	TIENSIN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	YARNA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	SHANGHAI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	WHANGPO	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	COMANDEL	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	DAIJIN MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	ANPING MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	MAIDZU MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	THALES	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	ROHILA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	PERLA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	SURGIANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	EASTERN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	RUBI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	PRINCE	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	KUMSANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	PERKIN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	ISUMI MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	CARI	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBÉ	HIROSHIMA MARU	Jap. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.

SHIPPING.

ARRIVALS.

- April 3, Capri, Italian str., 2,718, Guiseppi Beletto, Bombay 17th Mar. and Singapore 28th, General—CARLOWITZ & Co.
- April 4, Chowah, German str., 1,055, T. Kohler, Hongkong via Swatow 27th March, General—BUTTERFIELD & SWIRE.
- April 4, FREIBURG, German str., 3,884, F. Froese, Moji 6th April, Coal and General—HAMBURG-AMERIKA LINE.
- April 4, Kowloon, German str., 1,467, H. Stohr, Yangtze 31st March, Rice—SIEMSEN & Co.
- April 4, PERLA, British str., 1,287, J. McGinty, Manila 1st April, General—SHEWAN, TOMES & Co.
- April 4, PHOEBUS, German str., 687, F. Bromer, Tauron 1st April, General—SIEMSEN & Co.
- April 4, SURGIANG, British str., 1,024, A. W. Osterhage, Manila 1st April, General—BUTTERFIELD & SWIRE.
- April 4, Taita, German str., 1,083, A. Menzell, Wuhu 30th March, Rice—EAST ASIATIC TRADING CO.
- April 4, ZWENNA, British str., 946, J. Nesbitt, Sourabaya 23rd March and Labuan 30th Sugar—ORDEN.
- April 5, EASTERN, British str., 3,500, W. Ellis, Kobe 31st March, General—GIBB, LIVINGSTON & Co.
- April 5, JASON, British str., 4,800, S. G. Steves, Singapore 31st March, General—BUTTERFIELD & SWIRE.
- April 5, LOONGMOON, German str., 1,255, F. Schulz, Shanghai 2nd April, General—SIEMSEN & Co.
- April 5, ONSANG, British str., 1,787, J. T. Davies, Moji 30th Mar. Coal—JARDINE, MATHESON & Co.
- April 5, STANLEY DOLLAR, Danish str., 1,858, J. C. Bruce, Moji 30th March, Flour and Coal—ORDEN.
- April 5, THALES, British str., 820, A. J. Robson, Swatow 4th April, General—DOUGLAS LARSEN & Co.
- April 5, YUENKANG, British str., 1,128, P. H. Rolfe, Manila 2nd April, Hemp—JARDINE, MATHESON & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

- 4th April.
- Ailes Craig, German str., for Kutchinotzu.
- Andree Rickmers, German str., for Hoikow.
- Apennine, German str., for Hoikow.
- Daijin Maru, Japanese str., for Swatow.
- Hailong, British str., for Swatow.
- Huron, British str., for Moji.
- Hailan, French str., for Hoikow.
- Hoikow, French str., for Hoikow.
- Lena, Norwegian str., for Wuhu.
- Loongang, British str., for Manila.

DEPARTURES.

- 4th April.
- Ailes Craig, German str., for Kutchinotzu.
- AMIGO, German str., for Tsingtau.
- CHINGTU, British str., for Australia.
- HELENA, American gunboat, for Amoy.
- KAMAKURA MARU, Japanese steamer, for Singapore.

- KENTUCKY, American battleship, for Amoy.
- Loongang, British str., for Manila.
- NEW ORLEANS, American steamer, for Amoy.
- OREGON, American steamer, for Amoy.
- ROSETTA MARU, Japanese str., for Manila.
- SEBASTIA, Norwegian str., for Hongay.
- TSINAN, Norwegian str., for Hongay.
- VICKERBOE, American gunboat, for Amoy.
- ZAFIRO, British str., for Manila.

- 5th April.
- Andree Rickmers, German str., for Hoikow.
- APENSADE, German str., for Hoikow.
- DAIJIN MARU, Japanese str., for Swatow.
- HAILONG, British str., for Swatow.
- HURON, British str., for Moji.
- Lena, Norwegian str., for Wuhu.

VESSELS IN DOCK.

- 2nd April.
- ABERDEEN DOCKS—Lena, U.S.S. Nanshan.

Kowloon Docks—Kinshan, Compania de Filipinas, Sherman, Isla de Cuba, Zafiro, U.S.S. Helena, Haiman, Moutanet, Hermes, Stanley, Hyades, Chingwo, Hue, H.M.S. Ocean.

COSMOPOLITAN DOCK—Kunyang.

SHIPPING REPORTS.

The British steamer *Thales*, from Swatow 4th inst., had moderate N.E. wind and fine, clear weather.

The British steamer *Onyang*, from Moji 30th inst., had strong N.E. gale to the Lamcocks; thence light N.E. winds, smooth sea.

The British steamer *Yuenkang*, from Manila 2nd inst., had light winds and clear weather to lat. 18° N.; thence to port fresh N.E. winds and dull weather.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, &c.

ALSO.

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 7th April, 1903, at 11 A.M., the Company's Steamship

"SYDNEY," Captain Blane, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 6th April. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th March, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Buller, will be despatched as above TO-MORROW, the 7th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 1st April, 1903.

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR DALNY, PORT ARTHUR AND VLADIVOSTOK.

THE Russian Steamer

"KITAI,"

Captain Beckanoff, will be ready to load here TO-MORROW, the 7th April, for the above ports, and will have quick despatch.

For Freight or Passage, apply to MELOHERS & CO., Agents.

Hongkong, 25th March, 1903.

NOT RESPONSIBLE FOR DELAYS.

NEITHER THE CAPTAIN, THE AGENTS, nor THE OWNERS will be RESPONSIBLE for any DELAY contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—

ROSEBUD, British 4-m. barque, McBrady.

Standard Oil Co.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amusements, Electric Light, Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
PERLA	1980	J. McGinty	Manila via Amoy	Tue. 7th Apr. 3 P.M.
RUBI	2540	E. W. Almond	Manila Direct	Sat. 11th Apr. 10 A.M.
ZAFIRO	2540	R. Rodger	Manila Direct	Sat. 18th Apr. 10 A.M.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI and TAKU	SHANGHAI	About 8th April	Freight or Passage.
SHANGHAI	COMANDEL	About 10th April	Freight or Passage.
SHANGHAI	C. D. Bennett	April	Freight or Passage.
LONDON &c.	CHUBAN	Noon, 11th April	See Special Advertisement.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	JAVA	Noon, 15th April	Freight or Passage.
SINGAPORE, PENANG, COLOMBO and BOMBAY	G. W. Gordon, R.N.R.	April	Freight only.

For further Particulars, apply to E. A. HEWETT, Superintendent.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Tosa Maru	VICTORIA, B.C. and SEATTLE	TUESDAY, 7th Apr. at 4 P.M.
H. Christensen	U.S.A. via SHANGHAI, MOJI, KOBÉ and YOKOHAMA	WEDNESDAY, 8th Apr. at 4 P.M.
Idzumi Maru	BOMBAY via SINGAPORE and COLOMBO	FRIDAY, 17th Apr. at 4 P.M.
M. Yagi	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Kagoshima Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Kinshu Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
F. L. Pyre	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Inara Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
W. Bainbridge	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Hiroshima Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
J. Nagao	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Kaga Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Geo. Anderson	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Kasuga Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
H. F. W. H. F. W.	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Sado Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
S. J. G. Parsons	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
Yawata Maru	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.
A. E. Moses	MOJI, KOBÉ and YOKOHAMA	FRIDAY, 17th Apr. at 4 P.M.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Kanyo Railway.

For further information, apply to Freight, Passage, Sailings, &c. apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

A. S. MIKARA, Manager.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
OLYMPIA	J. Thompson	2,837	April 8th
TACOMA	A. Dixon	2,512	April 17th
SHAWMUT	W. M. Smith	2,606	May 21st
PLEIADES	F. G. Farrington	2,753	May 31st

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

1903

R.M.S. "EMPEROR OF INDIA" 6,000 Tons..... WEDNESDAY, 22nd April

R.M.S. "TARTAR" 4,425 Tons..... WEDNESDAY, 6th May

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons..... WEDNESDAY, 13th May

R.M.S. "ATHENIAN" 3,882 Tons..... WEDNESDAY, 27th May

R.M.S. "EMPEROR OF CHINA" 6,000 Tons..... WEDNESDAY, 3rd June

R.M.S. "EMPEROR OF INDIA" 6,000 Tons..... WEDNESDAY, 24th June

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons..... WEDNES

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 8th April.
GLASGOW and LIVERPOOL	"KEEMUN"	On 12th April.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 24th April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 9th May.

HOMEWARDS.		
FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"GLAUCUS"	On 14th April.
LIVERPOOL via MARSEILLES	"PINGSUY"	On 18th April.
LONDON	"EDUCATION"	On 28th April.
MARSEILLES, LONDON and	"JASON"	On 12th May.
ANTWERP	"AGAMEMNON"	On 17th May.
LIVERPOOL via GENOA	"TANTALUS"	On 21st May.
MARSEILLES and ANTWERP	"PATROCLUS"	On 26th May.
LONDON	"HYSON"	On 9th June.

TRANS-PACIFIC SERVICE.		
FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and	"KEEMUN"	On 18th April.
all PACIFIC COAST PORTS via		
NAGASAKI, KOBE & YOKOHAMA		

The S.S. "JASON" left Singapore on the 1st inst., a.m., and is expected here on the 5th inst.
The S.S. "AGAMEMNON" left Singapore at noon, on the 1st inst., and is expected here on the 6th inst.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd April, 1903.

[10-12]

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TIENTSIN"	On 6th April.
SHANGHAI	"WONGSUNG"	On 7th April.
MANILA	"SUNGKANG"	On 8th April.
SHANGHAI	"WHAMFOA"	On 9th April.
TIENTSIN	"KWEIYANG"	On 15th April.
KOBE and YOKOHAMA	"TSEINAN"	On 28th April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th April, 1903.

[11]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA PORTLAND, OREGON
OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR
OPERATING IN
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
"INDRAVELLI"	4,800	W. E. Craven	April 20, 1903
"INDRAPURA"	4,800	A. E. Hollingsworth	May 14, 1903
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 31st March, 1903.

[14]

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFENHAGEN, LONDON, Oporto, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight & Passengers
"KONIGSBERG"	HAVRE and HAMBURG	On 12th April	Freight & Passengers
"SAMBIA"	HAVRE, BREMEN and HAMBURG	On 21st April	Freight
"SERBIA"	HAVRE and HAMBURG	On 5th May	Freight
"SAXONIA"	HAVRE and HAMBURG	On 19th May	Freight
"SEGOTIA"	HAVRE and HAMBURG	On 2nd June	Freight

For Further Particulars apply to
HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

[13]

TOYOKISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewards carried.

Steamship	Captain	Tons	Sailing Date
"ROSETTA MARU"	E. P. Bishop	3869	Friday, 10th April at 11 A.M.
"ROHILLA MARU"	N. Tate	3876	

For Freight or Passage, apply at the Company's Office, 3 Queen's Building, Ice House Street.
K. YAKASHIMA, Manager.

Hongkong, 6th April, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTES FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"YARRA"
Captain Négre, will be despatched for the above ports on or about TUESDAY, the 7th April.
For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 31st March, 1903.

FOR SINGAPORE, RANGOON AND MOULMAIN.

THE N.D.L. Steamship

"FREIBURG."
Captain Frosch, will be despatched for the above ports on WEDNESDAY, the 8th inst., at DAYLIGHT.
For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd April, 1903.

THE PENINSULAR AND ORIENTA STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
Through Bills of Lading issued for BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"CHUSAN."
Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 11th April, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Passengers will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
N. A. HEWETT,
Superintendent.

Hongkong, 31st March, 1903.

FOR CHEFOU, NAGASAKI AND VLADIVOSTOK.
(Calling at SHANGHAI).

THE Steamship

"SAVOIA."
Captain Rebbelmann, will be despatched for the above ports on SUNDAY, the 12th inst., at DAYLIGHT.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 3rd April 1903.

"SHIRE" LINE OF STEAMERS.

STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the PHILIPPINE ISLANDS.)

THE First-class steamer

"PEMBROKESHIRE"
will be despatched on or about FRIDAY, the 15th May.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 26th March, 1903.

Hongkong, 26th March, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"FRANZ FERDINAND."
Captain Martinelli, will be despatched as above on THURSDAY, the 16th inst., 2 P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 3rd April, 1903.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."
Captain T. Austin, R.N.

DAILY Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.

1st Class fare (including cabin and servant), \$3; return ticket, \$5.
2nd Class, \$1.50; return ticket, \$2.50.
3rd Class, \$1.
Storage, 50 cts.

Superior cabin accommodation.
Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.

For Freight, &c., apply to—
S. M. WANG & CO., LD.,
91, Queen's Road Central.

Hongkong, 25th February, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason).

DEPARTURES from Hongkong to Macao daily at 8 A.M. (Sunday included).

Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).

This steamer is the fastest and has superior Cabin accommodation.

FARES:
1st Class, \$2.50
2nd " 1.00
3rd " 0.50
Further Particulars may be obtained at the Office of the
WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 11th March, 1903.

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI AND FOCHOW.

THE Company's Steamship
"THALES."
Captain Robinson, will be despatched for the above ports on or about TUESDAY, the 7th inst., at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.

Hongkong, 6th April, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship
"EASTERN."
Captain Ellis, will be despatched as above on THURSDAY, the 9th inst., at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets interchangeable with China and Manila S.S. Co., Ltd.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th April, 1903.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."
Captain Ellis, will be despatched as above on THURSDAY, the 9th inst., at 10 A.M.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A Stewardess and a duly qualified surgeon are carried.

N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 6th April, 1903.

NAVIGAZIONE GENERALE ITALIANA.
(Florida and Rabatino United Companies.)

STEAM FOR BOHAY via SINGAPORE and PENANG.

Having connection with Company's Mail Steamers to ADEY, SUEZ, PORT SAID, MESSINA, NAPLES, LEBRON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI."
Captain Bolisio, will be despatched as above on SATURDAY, the 11th April, at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 6th March, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"RICHMOND CASTLE" About 20th April.

"AFRIDI" " 5th May.

"SAGAMI" " 23rd May.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 6th April, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MANZANILLO, MEXICO AND SAN FRANCISCO via MOJI, KOBE AND YOKOHAMA.

THE Steamship

"CHINGWU."
Captain Parkinson, will be despatched for the above ports on SATURDAY, the 25th inst., at NOON.

For Freight or Passage, apply at the Company's Office, 35, Queen's Road Central, 2nd Floor.

J. S. VAN BUREN,
Superintendent.

Hongkong, 6th April, 1903.

NATAL LINE OF STEAMERS.

THE Undersecretary GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA. REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNEQUALLED TABLE. DULY QUALIFIED U.S. MARINE. BUTTERFIELD & SWIRE AGENTS. Hongkong, 9th January, 1901.

QUAN WAH & CO., GRANITE MERCHANT CONTRACTORS.

Monuments, Tombstones, &c.

Estimates, Designs & Prices on Application. All descriptions of Granite for Export. Hongkong, 17th October, 1901.

BUDWEISER BEER.

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

LEADS IN QUANTITY AND QUALITY.

THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903.

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THE HONGKONG DAILY PRESS, MONDAY, APRIL 6TH, 1903.

POST OFFICE NOTICES.

The Siberia, with the American Mail of the 11th ult., left Yokohama on Monday, the 20th ult., and may be expected here to-morrow.
The Yarra, with the French Mail of the 6th ult., left Saigon Saturday, the 4th inst., at 5 p.m., and may be expected here to-morrow morning. This Packet brings replies to letters despatched from Hongkong on the 31st January.

MAILS WILL CLOSE.

FOR	PER	DATE
Canton.....	Hongkong.....	Monday, 6th, 7.30 A.M.
Manila.....	Proteus.....	Monday, 6th, 11.00 A.M.
Macao.....	Heungshan.....	Monday, 6th, 1.15 P.M.
Kobe and Samahai.....	Tungshing.....	Monday, 6th, 4.00 P.M.
Shanghai.....	Tsulin.....	Monday, 6th, 4.00 P.M.
Namco.....	Fushan.....	Monday, 6th, 5.00 P.M.
Canton.....		Tuesday, 7th.
		Printed matter and samples..... 8.00 A.M.
		Registration..... 8.00 A.M.
		(Registration, with late fee of 10 cents, up to 8.45 A.M.)
		Letters..... 9.00 A.M.
		Tuesday, 7th, 9.00 A.M.
		Tuesday, 7th, 11.00 A.M.
		Tuesday, 7th, 2.00 P.M.
		Tuesday, 7th, 3.00 P.M.
		Tuesday, 7th, 4.00 P.M.
		Tuesday, 7th, 5.00 P.M.
		Wednesday, 8th, 11.00 A.M.
		Wednesday, 8th, 3.00 P.M.
		Thursday, 9th, 9.00 A.M.
		Thursday, 9th, 4.00 P.M.
		Friday, 10th, 9.00 A.M.
		Saturday, 11th, 10.00 A.M.
		Saturday, 11th.
		Printed Matter and samples..... 9.45 A.M.
		Registration..... 9.45 A.M.
		(Registration, with late fee of 10 cents, up to 10.30 A.M.)
		Letters..... 10.45 A.M.
		Saturday, 11th.
		Printed Matter and Samples..... 9.45 A.M.
		Registration..... 9.45 A.M.
		(Registration, with late fee of 10 cents, up to 10.30 A.M.)
		Letters..... 10.45 A.M.
		Saturday, 11th, 5.00 P.M.
		Wednesday, 15th.
		Printed Matter and samples..... 10.00 A.M.
		Registration..... 10.00 A.M.
		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
		Letters..... 11.00 A.M.
		Wednesday, 15th, 11.00 A.M.
		Wednesday, 15th, 3.00 P.M.
		Saturday, 18th, 9.00 A.M.
EUROPE, &c., India via Tutuorin.....	Sydney.....	
(Late Letters 9.10 to 9.30 A.M. Extra Postage 10 cents)		
Swatow.....	Thales.....	
Singapore, Penang and Calcutta.....	Kamsang.....	
Amoy and Manila.....	Peris.....	
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle Wash.....	Tosa Maru.....	
Shanghai, Rangoon and Mandalay.....	Woorung.....	
Shanghai, Kobe, Yokohama, Victoria, B.C., and Tacoma.....	Freiburg.....	
Manila.....	Olympia.....	
Manila, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne.....	Sungking.....	
Shanghai.....	Eastern.....	
Manila.....	Whampoa.....	
Singapore, Penang and Bombay.....	Hubi.....	
	Capri.....	
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.....	Nippon Maru.....	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
EUROPE, &c., India via Tutuorin.....	Chusan.....	
(Late Letters 10.55 to 11.15 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)		
Shanghai, Choofoo, Nagasaki and Vladivostok.....	Savio.....	
EUROPE, &c., India via Tutuorin.....	Sachsen.....	
(Late Letters 3.40 to 4.00 P.M. Extra Postage 10 cents)		
Singapore.....	Jawa.....	
Tientsin.....	Aoyang.....	
Manila.....	Enyo.....	

COMMERCIAL.

CLOSING QUOTATIONS.

4th April.	
1. LONDON.....	1.75
2. Telegraphic Transfer.....	1.75
3. Bank Bills, on demand.....	1.75
4. Bank Bills, at 30 days' sight.....	1.75
5. Bank Bills, at 60 days' sight.....	1.75
6. Bank Bills, at 90 days' sight.....	1.75
7. Credits, at 4 months' sight.....	1.75
8. Documentary Bills, at 4 months' sight.....	1.75
9. PARIS.....	201 1/2
10. Bank Bills, on demand.....	201 1/2
11. Credits, at 4 months' sight.....	201 1/2
12. GERMANY.....	164 1/2
13. On demand.....	164 1/2
14. NEW YORK.....	30 1/2
15. Bank Bills, on demand.....	30 1/2
16. Credits, at 60 days' sight.....	30 1/2
17. HAMBURG.....	120
18. Telegraphic Transfer.....	120
19. Bank, on demand.....	120
20. CALCUTTA.....	120
21. Telegraphic Transfer.....	120
22. Bank, on demand.....	120
23. SHANGHAI.....	73
24. Bank, at sight.....	73
25. Private, 30 days' sight.....	73
26. YOKOHAMA.....	78 1/2
27. On demand.....	78 1/2
28. MANILA.....	1 p.m.
29. On demand.....	Nominal.
30. HATYAI.....	97
31. On demand.....	97
32. HAIPHONG.....	2 1/2 p.m.
33. On demand.....	2 p.m.
34. SINGAPORE.....	68
35. On demand.....	68
36. SOVEREIGNS, Bank's Buying Rate.....	\$12.35
37. GOLD LEAF, 100 fine, per tola.....	\$24.75
38. SILVER, per tola.....	\$24

OPIUM.

1st April.	
Quotations are—	Allow 1/2 cent to 1 cent.
Malwa New.....	\$1080 to \$1100
Malwa Old.....	\$1110 to \$1130
Malwa V. Old.....	\$1140 to \$1160
Perian fine quality.....	\$780 to \$800
Perian extra fine.....	\$810 to \$830
Patna Old.....	\$170 to \$190
Benares New.....	\$160 to \$180
Benares Old.....	\$150 to \$170

VESSELS EXPECTED.

THE FRENCH MAIL.	
The M.M. steamer Yarra left Saigon on the 4th inst., at 5 a.m., for this port.	
THE GERMAN MAIL.	
The Imperial German mail steamer Bayern left Colombo on the 4th inst., p.m., and may be expected here on or about the 16th inst.	
THE AMERICAN MAIL.	
The P.M. steamer Siberia left Yokohama for this port, via Inland Sea, &c., on the 30th ult., a.m.	
The T.K.K. steamer America Maru left San Francisco for this port, via Honolulu, &c., on the 27th ult.	
THE CANADIAN MAIL.	
The C.P.R. steamer Empress of India left Vancouver for Hongkong, via usual ports of call, on the 24th ult., a.m.	
THE INDIAN MAIL.	
The steamer Catherine Apsar, from Calcutta, left Singapore for this port on the 31st ult., p.m.	
The Indo-China steamer Nomang, left Calcutta for this port, via the Straits, on the 25th ult., and may be expected here on the 11th inst.	
MERCHANT STEAMERS.	
The P. & O. steamer Shanghai left Singapore for this port on the 31st ult., at 10 a.m.	
The "Mogul" line steamer Sikh left Singapore for this port on the 31st ult., a.m.	
The B.L.S.N. Co.'s steamer Iryo, from Rangoon and the Straits, left Singapore for this port on the 31st inst., at 3 p.m.	
The "Glen" line steamer Glenary left Singapore on the 1st inst., and is due here to-day.	

Ideal Milk



Enriched 20 per cent.
with Cream.

Sterilized—Not Sweetened.

A Perfect Substitute for Fresh Milk.

JOINT STOCK SHARES.

Hongkong, 4th April.	
COMPANY	PAID UP
Hongkong & Shanghai.....	\$125
Natl. Bank of China.....	\$25
A. Shares.....	\$25
B. Shares.....	\$25
Yuen Shing.....	\$25
Bell's Asbestos E. A.....	\$25
Campbell, Moore & Co.....	\$10
China-Morse Co. Ltd.....	\$12
China Light and Power Co. Ltd.....	\$20
China Iron, L. & M.....	\$10
China Sugar.....	\$100
Cable Companies.....	\$600
Alhambra, Ltd.....	\$50
Hillipine Tobacco Co. Ltd.....	\$50
Trust Co. Ltd.....	\$18
Cotton Mills.....	\$100
Ewo.....	\$10
Intercontinental.....	\$10
Leong Kung Mow.....	\$10
Boycobee.....	\$10
Hongkong.....	\$10
Dairy Farm.....	\$10
Fenwick & Co. Ltd.....	\$25
Green Island Cement.....	\$10
H. & C. Bakery.....	\$10
Hongkong & C. Ltd.....	\$10
Hongkong Electric.....	\$5
H. H. L. Tramways.....	\$100
Steam Water.....	\$10
Boat Co. Ltd.....	\$10
Hongkong Hotel.....	\$50
Hongkong Ice.....	\$25
Wong's Island Building.....	\$50
Hongkong Ryoe.....	\$50
U. & W. Dock.....	\$50
Insurance.....	\$50
Canton.....	\$50
Cuba Fire.....	\$50
China Traders.....	\$50
Hongkong Fire.....	\$50
North China.....	\$50
Union.....	\$50
Langkat.....	\$50
Land and Building.....	\$100
Hongkong Land Inv.....	\$10
Humphreys Estate.....	\$10
Kowloon Land.....	\$50
Wong's Island Building.....	\$50
Luzon Sugar.....	\$100
Manila Invest. Co. Ltd.....	\$50
Mining.....	\$50
Charbonnages.....	\$50
Albion.....	\$50
Fumong.....	\$50
Do. Preference.....	\$50
New Amoy Dock.....	\$50
Manila Hotel, Manila.....	\$50
Kowloon, Ltd.....	\$50
Manila Electric Co. Ltd.....	\$50
Manila Electric Co. Ltd.....	\$50
China and Manila.....	\$50
Douglas Steamship.....	\$50
H. Canton and A.....	\$50
Indo-China S. N.....	\$50
Indo-Transporeland.....	\$50
Trading Co. (J.....	\$50
Star Ferry.....	\$50
Telran Planting Co.....	\$50
United Asbestos.....	\$50
Universal Trading.....	\$50
Watkins, Ltd.....	\$50
Watson & Co., A. S.....	\$50

VERNON & SMYTH, Brokers.

WINCHESTER CARABINES.

12 SHOT REPEATING. CALIBRE 44.
Excellent arm for Travellers in the interior of China as well as Officers of Coast Steamers.
ALSO CARTRIDGES IN STOCK.

LUTGENS, EINSTAMANN & CO.,
14, DES VEUUX ROAD. [274]

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.
HONGKONG, 14th February, 1901. [68]

HONGKONG CLUB.

NOTICE.

THE SEVENTEENTH YEARLY GENERAL MEETING OF THE MEMBERS OF THE HONGKONG CLUB, will be held in the CLUB HOUSE, on TUESDAY the 7th APRIL, 1903, at 5 P.M.
By Order,
C. H. GRACE,
Secretary.

Hongkong, 30th March, 1903. [390]

HIGH-CLASS CHRISTMAS

Plain Christmas Cakes.....	from \$1.00
German Sand Cakes.....	from \$1 to \$5.00
Assorted Pastry Cakes.....	per dozen 0.60
Scotch Buns.....	from 1.50
Frieden Stollen.....	2.00
Mince Pies.....	per dozen 2.00
Chicken and Ham Pies.....	from 3.40
Chicken and Ham Patties.....	2.40
Gump Pies.....	from 5.00
Christmas Puddings, &c. to Order.....	
Please apply to WEISMAN & CO., 142, PRINCE STREET, ANGLO-AMERICAN STORES, 64, ELGIN ROAD, or ROYAL-ATED WARE DEPOT, 100, HONG STREET.	
Hongkong, 19th December, 1902. [117-1]	

NOTICES TO CONSIGNEES.

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SAXONIA"

Captain Bremer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, the 30th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th April, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th April, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 30th March, 1903. [607]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"KIAUTSCHOU"

OF THE HAMBURG-AMERIKA LINIE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, the 31st March.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 8th April will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Tuesday, the 7th April, at 3.30 A.M.

All Claims must reach us before the 12th April, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 31st March, 1903. [6]

STEAMSHIP "TOKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. Douro, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless information is received from the Consignees before 5 P.M., to-day, the 1st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after Wednesday, the 8th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th inst., or they will not be recognised.

All damaged packages will be examined on Wednesday, the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st April, 1903. [2]

FROM HAMBURG, EMDEN, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA"

Captain Delat, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, To-day, 2nd inst.

Any Cargo impeding her discharge will be landed in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 2nd April, 1903. [101]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., AND THE CHINA NAVIGATION CO., LD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
S.S. "POWAN," 2,338 tons, Captain G. F. Morrison, R.N.R.
S.S. "FATSHAN," 2,260 tons, Captain J. J. Locutus.
S.S. "HANKOW," 3,073 tons, Captain C. V. Lloyd.

Departures from Hongkong to Canton daily at about 8 a.m. (Sunday excepted), and at about 5.30 p.m. (Saturday excepted).
Departures from Canton to Hongkong daily at about 8 a.m. (Sunday excepted), and at about 4.30 p.m. (Saturday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the R. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,996 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at about 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at about 8 a.m.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,198 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD., THE CHINA NAVIGATION CO., LD., AND THE

INDO-CHINA STEAM NAVIGATION CO., LD.

CANTON-WUHOW LINE.

S.S. "NANNING," 568 tons, Captain B. D. Thomas.

S.S. "SAINAM," 588 tons, Captain B. Branch.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuhow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central (opposite the Hongkong Hotel);
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LD.

[529]

CHINESE-AMERICAN

COMMERCIAL COMPANY,

IMPORTERS, EXPORTERS AND MANUFACTURERS.

CAPITAL, \$1,000,000 U.S. GOLD.

HEAD OFFICE: SAN FRANCISCO, CALIFORNIA.